#### Nevada State Rail Plan Nevada Department of Transportation



March 2012









U.S. Department of Transportation

Federal Railroad Administration

**JACOBS** 

#### **Policy Statement**

Nevada hereby sets forth its 2012 State Rail Plan as the state's rail policy, consistent with the intentions of Congress as expressed in the Passenger Rail Investment and Improvement Act of 2008 (PRIIA). This Plan reflects Nevada's leadership, with public and private transport providers at the state, regional, and local levels, to expand and enhance passenger and freight rail and better integrate rail into the larger transportation system. The 2012 Nevada State Rail Plan:

- Provides a plan for freight and passenger rail transportation in the state;
- Prioritizes projects and describes intended strategies to enhance rail service in the state to benefit the public;
- Establishes the five-year period covered by the Plan; and
- Serves as the basis for federal and state investments in Nevada.

The Nevada Department of Transportation (NDOT) prepared this Plan and is the state rail transportation authority that will also maintain, coordinate, and administer it.

This plan was presented to the Nevada Statewide Technical Advisory Committee (STTAC) on April 2, 2012.

The Nevada State Transportation Board, comprised of the Governor, the Lt. Governor, the Attorney General, the Controller, and three public members, adopted the Nevada State Rail Plan on September 10, 2012.

The Director of the Nevada Department of Transportation attests to the adoption of this 2012 Nevada State Rail Plan as the state's official policy document for rail:

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Summary

#### **Summary**

This document is written to provide the state of Nevada with a plan for implementing passenger and freight rail service improvements in the state, as well as guide multi-state initiatives, and to fulfill the requirements of the 2008 federal Passenger Rail Investment and Improvement Act (PRIIA). The plan has a multimodal passenger and intermodal freight focus designed to be compatible with highway, air, and transit modes operating in and through the state.

#### A. Coordination and Outreach

A comprehensive public information and outreach program was used to engage project stakeholders in the planning process to develop the Nevada state rail plan. The program included identifying the stakeholders, creating north and south technical advisory committees with industry experts, hosting multiple committee and public information meetings, soliciting stakeholder input through surveys and interviews, and developing a series of electronic and hard copy information materials. Project information was disseminated through correspondence, technical advisory committee and public meetings, including WebEx conferencing, printed collateral materials, and an interactive website to inform stakeholders and the public about project status and outcomes.

#### B. Mission, Vision, Goals & Objectives

The Nevada Department of Transportation (NDOT) strongly supports transportation opportunities whether they involve highways, runways, or railroads and will work with all partners on opportunities within the state. NDOT does not specifically endorse the development of any one project over another. NDOT created the following <u>mission statement</u> to guide its efforts in developing the state rail plan:

NDOT will work with passenger and freight rail transportation stakeholders to develop and provide enhanced rail transportation infrastructure and services that address the transportation needs of the state and that improve the overall quality of life, safety, security, and environmental/economic sustainability for the citizens of Nevada.

This mission statement reflects the fact that Amtrak and private operators, notably Union Pacific Railroad, rather than NDOT, provide and fund passenger and freight rail services available in Nevada. Thus, Nevada's role is one of supporting, coordinating, and enhancing the services these third-party owner/operators provide, rather than taking on the role of owning and operating its own rail facilities and services.



The following separate <u>passenger and freight rail vision statements</u>, tailored to the distinctive needs of each, were developed to describe the additional potential for future rail development and growth in the state and to inspire stakeholders to take the actions necessary to implement the state rail plan.

The vision for passenger rail transportation in Nevada is to develop a passenger rail system that provides the traveling public with a safe, secure, attractive, energy-efficient, cost-effective, and reliable alternative choice to auto, bus, and air transportation, with intermodal connectivity that enhances economic and environmentally sustainable travel within, to, and through the state.

The vision for freight rail transportation in Nevada is to have an economically-competitive freight rail system that moves goods efficiently and expeditiously across the state and is fully integrated with interstate and intrastate shipping modes, thereby relieving highway congestion and improving the overall safety and quality of life for the traveling public and the citizens of Nevada.

In addition, a series of goals and objectives were developed to provide big-picture strategic guidance for developing rail in the state, as follows:

- Goal 1 Enhance the safe operating efficiency of the state's rail transportation system.
  - Objective a: Work with adjacent states to achieve a regional transportation solution.
  - Objective b: Provide enhanced rail system connectivity to other modes of transportation, especially in the state's major transportation hubs of Las Vegas, Reno, and Elko.
  - o Objective c: Promote congestion relief on the state's rail lines and on its interstate highway network
  - Objective d: Enhance rail safety and security, including accommodating Positive Train Control (PTC) measures
- Goal 2 Optimize Nevada's rail potential to effectively address social, economic, environmental, and energy effects.
  - Objective a: Plan for high-speed passenger rail services
  - o Objective b: Address the potential for trade and economic development
  - Objective c: Realize positive air quality gains and reduce energy consumption with effective passenger and freight rail operations
  - Objective d: Maximize sustainability
- Goal 3 Develop an organizational structure and strategies yielding a streamlined process for implementing Nevada's rail transportation improvements.
  - o Objective a: Identify and prioritize rail infrastructure improvements.
  - o Objective b: Identify funding strategies for rail improvements
  - Objective c: Prepare an organizational chart and legislative procedures to accomplish rail improvements



#### C. Existing Rail in Nevada

Nevada's geography and historic development patterns have resulted in two primary rail corridors, which generally run east-west across the state, along with a few supplemental branch and excursion lines. The Union Pacific Railroad operates both the northern and the southern east-west corridors, as a result of mergers; BNSF Railway has trackage rights on nearly three-quarters of the Union Pacific Railroad trackage in Nevada as a condition of the mergers. The two-route northern corridor serves Reno, as well as other northern Nevada communities, and connects with Salt Lake City and Denver to the east and with Sacramento and the San Francisco area to the west. Amtrak operates once-a-day passenger rail service in each direction across this northern Nevada corridor; I-80 generally parallels the rail lines in this corridor. The southern corridor serves Las Vegas and connects it with Salt Lake City to the northeast and with Los Angeles to the southwest. Amtrak discontinued providing service in this corridor some 15 years ago; I-15 generally parallels the single-track rail line in this corridor. The state lacks north-south through rail or interstate highway linkages, thus, Las Vegas is not connected to Reno or with nearby Phoenix to the southeast.

A total of 191 million net tons of freight moved across Nevada by rail in 2009, of which 96 percent was through-traffic with origins and destination outside the state. Three percent of the rail traffic flow originated outside Nevada with an in-state destination, and less than one percent originated in Nevada with a destination outside the state.

#### D. Proposed Rail Improvements

Numerous suggestions were made for rail service to be considered in this plan. These suggestions and projects can generally be grouped into one of four categories:

- 1. Suggestions requiring further study and development to define and evaluate them before they can be included for implementation in the state rail plan.
- 2. Possible projects, which have been studied, but which have current implementation issues precluding them from advancing at this time.
- 3. Requests for freight rail service changes, which may best be addressed directly with the railroad service providers.
- 4. Potential projects, recommended for inclusion in the state rail plan.

The recommended projects included in the Nevada state rail plan involve a combination of private and public-sector conventional and high speed passenger rail, freight rail, excursion rail, and rail-highway grade crossing improvements to be made in the short-, mid-, and long-term. The following are the key projects included in the Nevada state rail plan for the next five years:



- the X-Train conventional passenger rail service between Los Angeles and Las Vegas, a private company venture
- the DesertXpress high speed rail service between Las Vegas and southern CA, a private company venture
- a Union Pacific Railroad track enhancement project to upgrade the Weso crossover
- a Union Pacific Railroad Phase 1 sub siding improvements—Patrick and Rose Creek
- NDOT rail-highway grade-crossing improvements.
- three excursion rail improvements: Nevada Northern Railway, Virginia & Truckee Railroad, and Nevada Southern Railway

The following key projects are included in the Nevada state rail plan for the six-to-20 year timeline:

- passenger rail service for the Reno-Tahoe bid for the 2022 Winter Olympic Games
- consolidated multimodal terminals in Elko, Winnemucca, Sparks, Reno, Las Vegas, and Laughlin
- Northern and southern Nevada inland port projects
- Union Pacific Railroad Phase 2 projects, including: sub siding projects in Nevada (construct Oreanna; construct Valery; and extend Massie); Elko CTC improvements; Donner Pass improvements in California (which could enhance Nevada freight movements)
- White Pine (Nevada Northern Railway) shortline improvements
- Fallon transload facility relocation
- A rail-highway grade crossing improvement in Las Vegas

The following key projects are included in the Nevada state rail plan for the greater-than-20-year horizon:

- high speed rail across northern Nevada serving Reno and high speed rail serving Las Vegas in southern Nevada, linking with Los Angeles and Phoenix potentially followed by other connections, such as Reno-Las Vegas
- high speed rail passenger terminals, notably Las Vegas

#### **E. Project Effects**

Retrofitting, rehabilitating, and designing new rail infrastructure can help build an effective and efficient comprehensive transportation system, which will benefit the national and state transportation system, as well as enhance the quality of life for Nevada residents, yielding regional and local benefits. Excursion rail projects can offer economic development opportunities. Improving freight rail operational efficiency can result in more energy-efficient rail shipments, reducing highway truck requirements and air pollution, as well as improving on-time passenger rail performance. Rail-highway grade crossing improvements reduce crashes and fatalities.

#### F. Implementing the State Rail Plan

The plan includes a thorough description of a full range of possible federal, state, and local rail funding sources and an identification of those sources most suitable for projects presented in the state rail plan. A discussion of public-private partnerships is also included. Nevada needs to keep rail as part of the state's funding agenda to help implement the projects in this document.

A number of currently-underway studies will influence rail in the state, especially over the longer term. These include: the Federal Railroad Administration's Southwest Multi-State Rail Planning Study, which is a three-state multi-corridor network planning study, including consideration of high speed rail to, through, and from Nevada; NDOT's Connecting Nevada study with its short-and long-term multimodal focus; NDOT's multi-state multimodal framework study, which will evaluate north-south connections through and beyond Nevada; and the Nevada Economic Development Commission's inland port study.

A number of organizational and legislative changes can be made to assist in implementing the state rail plan. The important rail safety coordinator and staff position should be relocated to the rail group within NDOT and additional staff should be hired, including a rail lead and supporting staff with rail industry knowledge, technical environmental and economics skills, plus grant writing specialties. Legislative changes can provide opportunities to strengthen the state's rail project funding capability.

NDOT is committed to continuing its rail-highway grade-crossing improvement program and to studying: passenger rail, among other modes, in support of the Reno-Tahoe bid for the 2022 Winter Olympic Games; a multimodal passenger rail hub study for Las Vegas; and an enhanced passenger rail platform for Elko.

NDOT is also committed to assisting in advancing the rest of the projects recommended in the state rail plan, which third parties will lead. NDOT will coordinate with other agencies of government and other states and the US DOT agencies, as well as the private sector to advance the projects. NDOT can facilitate dialogue among interested and involved parties to advance projects, host meetings, conduct studies, maintain a dialogue with passenger and freight rail interests, and write grants for funding. NDOT should engage an on-call rail engineering consultant to provide services, as needed. Over time, Nevada needs to grow its financial support to implement additional rail projects, perhaps with a rail program, similar to Oregon's progressive Connect Oregon bond financing program for local rail and other transportation projects.





#### **List of Abbreviations**

Δ	AASHTO	American Association of State Highway and Transportation Officials
/ \	ABS	automatic block signal
	ADA	Americans with Disabilities Act
	ADT	average daily traffic
	AMG	American Magline Group
	Amtrak	National Passenger Railroad Corporation
	AREMA	American Railway Engineering and Maintenance-of-Way Association
	ARRA	American Recovery and Reinvestment Act
	ARTIC	Anaheim Regional Transportation Intermodal Center
R	BCA	benefit cost analysis
D	BEA	Bureau of Economic Analysis
	BLM	Bureau of Land Management
	BNSF	BNSF Railway
	В00	build-own-operate
	BOOT	build-own-operate-transfer
	ВОТ	build-operate-transfer
	вто	build-transfer-operate
	BTU	British thermal unit
$\cap$	CAMPO	Carson Area Metropolitan Planning Organization
O	CCJPA	Capitol Corridor Joint Powers Authority
	CERC	Clean Energy Rail Center
	CHP	combined-heat-and-power
	CM	construction management

	CM@R	construction manager at risk
	CMAQ	Congestion Mitigation and Air Quality
	CO	carbon monoxide
	CO <sub>2</sub>	carbon dioxide
	COFC	Container-on-flat-car
	CSI	Customer Service Index
	CTC	centralized traffic control
D	DB	design build
D	DBF	design-build-finance
	DBFO	design-build-finance-operate
	DBFOM	design-build-finance-operate-maintain
	DBOM	design-build-operate-maintain
	DOD	US Department of Defense
	DOT	US Department of Transportation
	DPU	distributed power units
	DRCOG	Denver Regional Council of Governments
	DX	DesertXpress
F	EDA	US Economic Development Administration
_	EIR	environmental impact report
	EIS	environmental impact statement
	EMU	electric multiple unit
	EPA	US Environmental Protection Agency
F	FAF	freight analysis framework
'	FAF3	freight analysis framework version 3



	FAST	Freeway and Arterial System of Transportation
	FDOT	Florida Department of Transportation
	FHWA	US Federal Highway Administration
	FRA	US Federal Railroad Administration
	FRIIP	Freight Railroad Infrastructure Improvement Program
	FTA	US Federal Transit Administration
Н	НС	hydrocarbons
'''	HSIRP	High Speed Intercity Passenger Rail Grant
$\overline{}$	IRAP	Industrial Rail Access Program
'	IRS	US Internal Revenue Service
	ISTEA	Intermodal Surface Transportation Efficiency Act
	LED	light emitting diode
L	LVMC	Las Vegas Monorail Corporation
NA	MAG	Maricopa Association of Governments
M	MAG maglev	Maricopa Association of Governments magnetic levitation
M		•
M	maglev	magnetic levitation
M	maglev MiRLAP	magnetic levitation  Michigan Rail Loan Assistance Program
M	maglev MiRLAP mph	magnetic levitation  Michigan Rail Loan Assistance Program  miles per hour
M	maglev MiRLAP mph MPO	magnetic levitation  Michigan Rail Loan Assistance Program  miles per hour  metropolitan planning organization
M	maglev MiRLAP mph MPO MTMC	magnetic levitation  Michigan Rail Loan Assistance Program  miles per hour  metropolitan planning organization  Military Traffic Management Command
M	maglev MiRLAP mph MPO MTMC MUTCD	magnetic levitation  Michigan Rail Loan Assistance Program  miles per hour  metropolitan planning organization  Military Traffic Management Command  Manual on Uniform Traffic Control Devices
M N	maglev MiRLAP mph MPO MTMC MUTCD	magnetic levitation  Michigan Rail Loan Assistance Program  miles per hour  metropolitan planning organization  Military Traffic Management Command  Manual on Uniform Traffic Control Devices  National Association of Railroad Passengers
M N	maglev MiRLAP mph MPO MTMC MUTCD NARP NCDOT	magnetic levitation  Michigan Rail Loan Assistance Program  miles per hour  metropolitan planning organization  Military Traffic Management Command  Manual on Uniform Traffic Control Devices  National Association of Railroad Passengers  North Carolina Department of Transportation
M N	maglev MiRLAP mph MPO MTMC MUTCD NARP NCDOT NCED	magnetic levitation  Michigan Rail Loan Assistance Program  miles per hour  metropolitan planning organization  Military Traffic Management Command  Manual on Uniform Traffic Control Devices  National Association of Railroad Passengers  North Carolina Department of Transportation  Nevada Commission on Economic Development



	NNRR	Northeastern Nevada Regional Railport
	$NO_x$	nitrous oxide
	NPUC	Nevada Public Utilities Commission
	NRS	Nevada Revised Statutes
	NSTP	New Starts Program
$\overline{}$	0&M	operations and maintenance
O	ODOT	Ohio Department of Transportation
	ORDC	Ohio Rail Development Corporation
	OTP	on-time performance
Р	PABs	private activity bonds
	PFRAP	Passenger & Freight Rail Assistance Program
	PIP	Performance Improvement Plan
	PM	particulate matter
	PRIIA	Passenger Rail Investment and Improvement Act
	PTC	positive train control
	Р3	public-private partnership
	RailPAC	Rail Passenger Association of California and Nevada
11	ReTRAC	Reno Transportation Rail Access Corridor
	RFAP	Rail Freight Assistance Program
	RLP	Rail Line Relocation and Improvement Capital Grant Program
	ROD	Record of Decision
	RRIF	Railroad Rehabilitation Improvement Financing
	RRR	Railroad Rehabilitation and Repair Program
	RSAC	Railroad Safety Advisory Committee



	RTC	regional transportation commission
	RTD	regional transportation district
	RTIP	Regional Transportation Improvement Program
S	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
	SCORT	Standing Committee on Rail Transportation
	SIB	state infrastructure bank
	$SO_x$	sulfur oxides
	SPTC	Southern Pacific Transportation Company
	STB	Surface Transportation Board
	STCC	Standard Transportation Commodity Code
	STIP	Statewide Transportation Improvement Program
	STP	Surface Transportation Program
	STP-R	Surface Transportation Program-Rural
	STP-U	Surface Transportation Program-Urban
	STRACNET	Strategic Rail Corridor Network
	STTAC	Statewide Transportation Technical Advisory Committee
	TAC	technical advisory committee
•	TCSP	Transportation, Community, and System Preservation Program
	TE	Transportation Enhancements Program
	TEA21	Transportation Equity Act for the 21st Century
	TFA	Transportation Facility Agreement
	TIF	tax increment finance
	TIFIA	Transportation Infrastructure Finance Improvement Act
	TIGER	Transportation Investment Generating Economic Recovery
	TMC	transportation management center
		7.0

	TMPO	Tahoe Metropolitan Planning Organization
	TOD	transit oriented development
	TOFC	trailer-on-flat-car
	TRIC	Tahoe Reno Industrial Center
	TSP	Transportation System Projects
	TWC	track warrant controlled
	UPRR	Union Pacific Railroad
O	USDA	United States Department of Agriculture
	UT	United States Postal Service state abbreviations typical
	UTA	Utah Transit Authority
V	V&T	Virginia & Truckee Railroad Company
V	VHT	vehicle hours traveled
	VMT	vehicle miles traveled
\\/	WAX	Westcliff Airport Express
VV	WHSRA	Western High Speed Rail Alliance



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Footer image from the Valley of Fire State Park, Nevada.



# **Chapter 1:** Introduction



#### **Chapter 1:** Introduction

This document is written to provide a plan for passenger and freight rail in the state of Nevada that is in compliance with the federal Passenger Rail Investment and Improvement Act (PRIIA). This 2008 legislation requires that states update a state rail plan at least every five years to be eligible for federal funding and that the document contain standardized formatting and meet data requirements that the Secretary of Transportation issues. The following text presents FRA's preamble for state rail plans to be in compliance with PRIIA:

#### **FRA Preamble**

- Congress called for enhanced state involvement in rail transportation through the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) (Public Law No. 110-432, Division B, enacted Oct. 16, 2008, Amtrak/High-Speed Rail), Section 303, Chapter 227 State Rail Plans,
- PRIIA tasks states with establishing or designating a state rail transportation authority
  that will develop statewide rail plans to set policy involving freight and passenger rail
  transportation within their boundaries, establish priorities and implementation strategies
  to enhance rail service in the public interest, and serve as the basis for federal and state
  rail investments within the state.
- State rail plans are to address a broad spectrum of issues, including an inventory of the
  existing rail transportation system, rail services, and facilities within the state. They must
  also include an explanation of the state's passenger rail service objectives, an analysis of
  rail's transportation, economic, and environmental impacts in the state, and a long-range
  investment program for current and future freight and passenger infrastructure in the
  state.
- The plans are to be coordinated with other state transportation planning programs and clarify long-term service and investment needs and requirements.

This document has been written with the active participation of the Federal Railroad Administration (FRA). This document also reflects the guidance included in the American Association of State Highway and Transportation Officials' (AASHTO) Standing Committee on Rail Transportation (SCORT) State Rail Planning Best Practices, issued November 2009.



This document is written to bring the state of Nevada into full compliance with 49 USC Section 22102, which requires that states comply with the regulations that the US Secretary of Transportation prescribes to be eligible to receive federal financial assistance. The Nevada Department of Transportation (NDOT) confirms that the state of Nevada is in compliance with the following 49 USC Section 22102 requirements:

- (1) the state has an adequate plan for rail transportation in the state and a suitable process for updating, revising, and modifying the plan;
- (2) a designated state authority administers or coordinates the state plan and provides for a fair distribution of resources;
- (3) the State authority -
- (A) is authorized to develop, promote, supervise, and support safe, adequate, and efficient rail transportation:
  - (B) employs or will employ sufficient qualified and trained personnel;
- (C) maintains or will maintain adequate programs of investigation, research, promotion, and development with opportunity for public participation; and
- (D) is designated and directed to take all practicable steps (by itself or with other state authorities) to improve rail transportation safety and reduce energy use and pollution related to transportation; and
- (4) the state has ensured that it maintains or will maintain adequate procedures for financial control, accounting, and performance evaluation for the proper use of US government assistance.

#### A. Nevada Multimodal Transportation System Goals

The Statewide Transportation Plan – Moving Nevada Through 2028, which was adopted in 2008, identifies the mission for NDOT as follows: "providing a better transportation system for Nevada through our unified and dedicated efforts." This 2008 plan gives the vision for NDOT as making Nevada "the nation's leader in delivering transportation solutions, improving Nevada's quality of life."

NDOT recognizes that investments in rail have the potential to improve the quality of life for a state by reducing highway congestion and associated air pollution, decreasing the cost of shipped commodities and consumer products, and broadening mobility choices for travelers. This document is the product of an 18-month study designed to identify, carefully evaluate, and prioritize rail investments so that the state of Nevada can realize such gains.



NDOT's focus is to provide for a multimodal transportation system in the state so that the most efficient means of transportation is available for shippers and travelers. Rail is a key modal choice among the options available in the state. This plan presents ways to enhance rail service and infrastructure so that rail can achieve greater efficiencies and provide additional travel choices.

### B. The Role of Rail in the State's Transportation System: Mission

Nevada's geography and historic development patterns have resulted in two primary rail corridors, which generally run east-west across the state, along with a few supplemental branch



Exhibit 1-1: Nevada Southern Railway Excursion Train



lines. The Union Pacific Railroad (UPRR) operates both the northern and the southern east-west corridors, as a result of mergers; BNSF Railway (BNSF) has trackage rights on nearly three-quarters of UPRR's Nevada trackage as a condition of the mergers. The two-route northern corridor serves Reno, as well as other northern Nevada communities, and connects with Salt Lake City and Denver to the east and with Sacramento and the San Francisco area to the west. Amtrak operates once-a-day passenger rail service in each direction across this northern Nevada corridor; I-80 generally parallels the rail lines in this corridor. The southern corridor serves Las Vegas and connects it with Salt Lake City to the northeast and with Los Angeles to the southwest. Amtrak discontinued providing service in this corridor some 15 years ago; I-15 generally parallels the single-track rail line in this corridor. The state lacks north-south through rail or interstate highway linkages, thus, Las Vegas is not connected to Reno or with nearby Phoenix to the southeast. Chapter 2 of this state rail plan fully details Nevada's existing rail infrastructure and services.

Amtrak and private operators, notably UPRR, rather than NDOT, provide and fund passenger and freight rail services available in Nevada. Thus, Nevada's role is one of supporting, coordinating, and enhancing the services these third-party owner/operators provide, rather than taking on the role of owning and operating its own rail facilities and services. For example, NDOT commits staff resources to work with state and local highway officials, UPRR personnel, and other key stakeholders to identify needed rail-highway grade crossing projects each year and improve the selected crossings, using federal dollars and a UPRR local match. NDOT's primary objective with this program is to improve the state's quality of life, safety, and environmental/economic sustainability. NDOT's rail efforts are coordinated with other modes of transportation in the state, including highway, transit, and air.

The Nevada State Rail Plan is based on: NDOT's mission statement presented below; and the passenger and freight rail vision statements, plus specific goals with corresponding objectives (discussed in **Chapter 5 Section A**). NDOT created the following mission statement to guide its efforts in developing the state rail plan:

NDOT will work with passenger and freight rail transportation stakeholders to develop and provide enhanced rail transportation infrastructure and services that address the transportation needs of the state and that improve the overall quality of life, safety, security, and environmental/economic sustainability for the citizens of Nevada.



## C. Passenger and Freight Rail Service Activities and Initiatives Considered

This state rail plan addresses existing rail conditions and rail improvements that are both near-term, i.e., scheduled over the next five years, and longer-term, i.e., anticipated to occur more than five years in the future.

This state rail plan is based on a broad public outreach effort, which **Chapter 6** documents. Stakeholders were identified, including individuals, groups, elected officials, agencies, businesses, and others who may potentially be affected directly or indirectly by the current and/or future rail system within or adjacent to the state of Nevada. Stakeholders were surveyed to inform the study effort. A select group of the stakeholders was empowered as a Technical Advisory Committee (TAC) to guide the state rail planning process; both North and South TACs were activated to facilitate participation in the northern and southern parts of the state. Two meetings were held with both the North and the South TACs during the course of the study; WebEx conferencing was provided to facilitate participation, especially among out-of-state interests. Two rounds of public meetings were held in three different parts of the state to educate the public about the study and to solicit public input. In addition, an interactive website was developed and maintained to provide the public both information and access to participate in the study.

Numerous suggestions were made for rail service to be considered in this plan. These suggestions are discussed and evaluated in **Chapters 3** (passenger), **4** (freight), and **5** (rail service and investment program) in this state rail plan. **Chapter 6** details the public engagement process used to determine the recommended projects. The rail suggestions and projects can generally be grouped into one of four categories:

- 1. Suggestions requiring further study and development to define and evaluate them before they can be included for implementation in the state rail plan.
- 2. Possible projects, which have been studied, but which have current implementation issues precluding them from advancing at this time.
- 3. Requests for freight rail service changes, which may best be addressed directly with UPRR or with BNSF, where it has trackage rights on UPRR trackage.
- 4. Potential projects recommended for inclusion in the state rail plan.

Suggestions and proposals for rail improvement projects included conventional and high speed passenger rail, freight rail, excursion rail, and rail-highway grade crossing improvements that may be summarized as follows:

- Conventional Passenger Rail reinstating conventional rail between southern California and Las Vegas, as well as improving service between Sacramento and Reno to Salt Lake City were suggested.
- High Speed Intercity Passenger Rail advancing high speed rail between southern
   California (the Los Angeles basin) and Las Vegas and between Las Vegas and Phoenix was suggested among other future destinations.
- Freight Rail the issues and opportunities include track improvements and additional sidings, as well as the opportunity for inland ports and transloading facilities.
- Rail-Highway Grade Crossings multiple at-grade crossings, which pose safety concerns, were referenced.
- Excursion Rail three of the state's four excursion lines expressed interest in expanding their current operations.

#### **D. Report Organization**

This state rail plan is organized into chapters that address its key components as follows:

**Chapter 1** – establishes Nevada's multimodal transportation system goals, provides NDOT's mission statement for rail in the state of Nevada, and introduces the passenger and freight rail projects considered in the state rail plan;

**Chapter 2** – inventories and evaluates the state's rail infrastructure, commodity flows, and state rail organizational structure, as well as provides a baseline analysis of rail transportation's economic and environmental impacts;

Chapter 3 – describes passenger rail improvements and investments proposed for Nevada;

**Chapter 4** – describes freight rail improvements and investments proposed for Nevada;

**Chapter 5** – presents the vision and the goals and objectives for rail improvements in Nevada; discusses multi-state planning and coordination efforts; lists legislative changes to strengthen Nevada's rail organizational structure to develop a streamlined process for implementing the state rail plan; and describes financing and implementing five-year, six-to-20-year, and greater than 20-year passenger and freight rail plans; and

**Chapter 6** – presents the public outreach program used to develop the state rail plan.



# **Chapter 2:**Existing Nevada Rail System



# **Chapter 2 :** Existing Nevada Rail System



Exhibit 2-1: BNSF Locomotive

**Figure 2-1** shows the main, branch, and excursion rail lines currently used for passenger and freight service in the state of Nevada. The following sections describe the rail service that these lines provide in more detail.



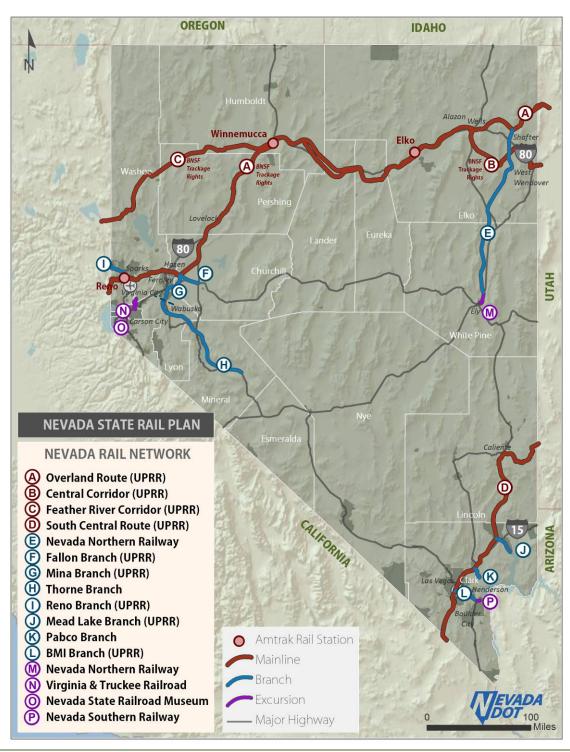


Figure 2-1: Nevada Rail Network



# A. Passenger Rail Infrastructure and Operations

# 1. Passenger Service Objectives and Performance

PRIIA, which Congress passed in 2008, created a new set of metrics for Amtrak to use in managing and measuring performance and service quality on its intercity passenger rail lines. PRIIA Section 207 outlines the service standards that Amtrak must achieve by the end of FY14; these standards include cost recovery, passenger miles per train miles, on-time performance, train delays, and customer satisfaction.

**Table 2-1** lists the PRIIA performance metrics for Amtrak's long-haul routes, including the *California Zephyr* line, which is the only Amtrak rail line currently operating in Nevada. Section 207 mandates that all of Amtrak's long-haul routes must achieve an on-time performance measure of 85 percent and an overall Customer Service Index (CSI) of 90 percent by the end of FY14. FRA is responsible for preparing a quarterly report on Amtrak's progress and achievements.

Table 2-1: PRIIA Section 207 Performance Metrics for Amtrak Long-Haul Routes

On-Time Performance (OTP)	Standard (FY14)
Endpoint OTP	85%
All Station OTP	85%
Train Delays	
Amtrak responsible delays per 10,000 train miles	325 minutes/10,000 train miles
Host-responsible delays per 10,000 train miles	900 minutes/10,000 train miles
Customer Service Index (CSI)	
Percent of customers "Very Satisfied" with	90%
Overall service	90%
Amtrak personnel	90%
Information given	90%
On-board comfort	90%
On-board cleanliness	90%
On-board food service	90%
Financial/Operating	
Short-term operating cost recovery	
Fully allocated operating cost recovery	Continuous year over year
Long-term avoidable operating loss per passenger-mile	improvement on an eight quarter
Passenger miles per train mile	moving average



The *California Zephyr* currently ranks in the bottom third of Amtrak routes in on-time performance with a 31 percent on-time performance measure compared with the PRIIA standard of 85 percent. The *California Zephyr*'s overall CSI of 83 percent in FY10 more closely approximates the PRIIA requirement for a 90 percent CSI rating by FY14.

Amtrak created a PRIIA Performance Improvement Plan (PIP) for the *California Zephyr* in September 2010 to establish the groundwork needed to achieve the PRIIA performance standards. The PIP outlines a proposed implementation plan that includes ways to improve the *California Zephyr*'s on-time performance through better coordination with host railroads and improving customer service through a new Customer Excellence Program, which emphasizes staff training and employee incentives. The *California Zephyr*'s performance will be reassessed in FY14.

# 2. Passenger Rail Service

Figure 2-2 shows the California Zephyr route and the complete Amtrak network in the US.



Figure 2-2: California Zephyr and Amtrak System



Current passenger rail service in Nevada consists of Amtrak's *California Zephyr* route, which travels 2,438 miles between Chicago and the San Francisco Bay area. The *California Zephyr* carried a total of 377,876 passengers in 2010. The route began service in 1949 as a joint operation between Chicago Burlington and Quincy Railroad, Denver and Rio Grande Western Railroad, and Western Pacific Railroad. The line experienced various route and name changes over the next 34 years until Amtrak created the current alignment in 1983. The following section summarizes the operational characteristics of Amtrak service in Nevada. Amtrak also contracts with a tour operator, Key Holidays, to operate special "Fun Trains" and "Snow Trains," which carried 9,150 passengers in FY11 from the San Francisco Bay area to Reno during the winter months when other modes of transportation may be incapacitated.

# Amtrak's California Zephyr

The *California Zephyr* is a cross-country intercity passenger rail service that Amtrak operates with one trip daily in both directions between Chicago and Emeryville, CA. The route passes through the states of Illinois, Iowa, Nebraska, Colorado, Utah, Nevada and California. The service operates on 427 miles of UPRR-owned track in Nevada where it stops in the cities of Elko, Winnemucca, and Reno. UPPR owns the Elko and Winnemucca stations, and the city of Reno owns the Reno Amtrak

station. Service to Sparks was discontinued in 2009 as a result of operating constraints at the terminal within the UPRR intermodal yard.

The California Zephyr is a fullservice Superliner-equipped train, which typically includes three Superliner sleeping cars,

Table 2-2: California Zephyr Route Characteristics

Daily Round Trips	1
Equipment	Superliner Coaches & Sleepers
Number of Stops	34
Distance Traveled	2,438
Stops in Nevada	Elko, Winnemucca, Reno
2010 Annual Ridership	377,876

three Superliner coaches, a sightseer lounge car, and a dining car. **Table 2-2** summarizes the *California Zephyr* operating characteristics. **Figure 2-3** presents the existing *California Zephyr* route in Nevada.





Figure 2-3: California Zephyr in Nevada

Amtrak employed 23 Nevada residents in FY11 with total annual wages of \$1,851,182; and Amtrak spent \$6,091,650 on goods and services in the state in FY11, almost exclusively in Reno. Amtrak invested \$2 million in accessibility improvements at the Elko and Winnemucca stations and a new shelter and platform in Winnemucca, using American Recovery and Reinvestment Act (ARRA) program funding in 2009. The Reno station was relocated to a new full-service facility in 2006 as part of the Reno Transportation Rail Access Corridor (ReTRAC) project, which depressed two miles of UPRR main line track through downtown Reno.

# Passenger Activity and Travel Times

Passenger activity (boardings and alightings) on the *California Zephyr* route in Nevada has generally increased fairly steadily over the last decade with ridership more than doubling at Elko and Winnemucca over the decade and with more modest increases at Reno. The increase in ridership reflects a national trend; Amtrak experienced the highest ridership total in its history in 2010 with 28.7 million passengers. **Table 2-3** shows passenger usage by station in Nevada over the last ten years. **Figure 2-4** gives Amtrak's complete *California Zephyr* schedule.

Table 2-3: California Zephyr Ridership, FY02-FY11

Fiscal	Elko		Wi	Winnemucca		Reno			
Year	ONS	OFFS	TOTAL	ONS	OFFS	TOTAL	ONS	OFFS	TOTALS
02	1,524	1,476	3,000	600	639	1,239	23,491	30,534	54,025
03	1,376	1,514	2,890	1,011	711	1,722	24,514	30,809	55,323
04	1,447	1,594	3,041	1,154	908	2,062	25,247	31,832	57,079
05	2,166	1,656	3,822	928	1,045	1,973	24,148	31,140	55,288
06	2,649	2,205	4,854	1,081	1,184	2,265	22,068	30,772	52,840
07	1,992	1,965	3,957	1,029	1,168	2,197	18,192	26,607	44,799
08	1,981	2,626	4,607	1,308	1,422	2,730	25,721	30,059	55,780
09	2,635	2,644	5,279	1,326	1,424	2,750	25,311	29,949	55,260
10	3,657	3,178	6,835	1,957	1,601	3,558	26,616	33,192	59,808
11	3,506	3,619	7,125	1,684	1,757	3,441	27,367	32,740	60,107

Two of the five busiest trip segments that the *California Zephyr* serves include Reno as an origin/destination. The Sacramento-to-Reno trip is the third largest travel market on the line, accounting for 4.3 percent of total ridership; and Emeryville-to-Reno, accounting for 3.1 percent of total ridership, is the fifth largest travel market. The largest travel market is Chicago to Denver, which accounts for over nine percent of the ridership. The Reno-to-Northern California market benefits from attractive travel times in both directions with all stations from Reno to Emeryville served between 8:00 am and 5:00 pm. Elko and Winnemucca have less convenient

5				◆ Train Number ▶			6
Daily		<ul> <li>Normal Days of Operation ➤</li> </ul>					Daily
R∄ %Ω		◆ On Board Service ▶					R ₽ % Ω
Read Down	Mile	-	_	Symbol		_	Read Up
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R2 34P	28	П		Naperville, IL (METRA/BN Line)	⊕ ⟨S  Q  T		D1 43F
3 44P	104			Princeton, IL	0	A	D12 23
4 38P	162			Galesburg, IL-S. Seminary St. 77	<b>●</b> ċ. <b>QT</b>		D11 31/
5 25P	205	Ш		Burlington, IA	O.B.		10 36/
5 59P	233	Ц		Mount Pleasant, IA	●&		9 54/
6 53P	279	Ш		Ottumwa, IA	●&		9 09/
8 09P	359	7	V	Osceola, IA (Des Moines)	O.B.		7 40/
8 41P	392	١	<u> </u>	Creston, IA	069		7 04/
10 55P	500		۱r	Omaha, NE	<b>்</b> ட்டு <i>Q</i> 7	Dp	5 14/
11 05P			)p		- m	Ar	4 59/
12 08A	555		۱r	Lincoln, NE	⊕ம்க	Dp	3 26/
12 14A	050	Ц	)p		•m&	Ar	3 20/
1 47A	652	Н	_	Hastings, NE (Grand Island)		$\blacksquare$	1 42/
2 34A	706	Ų		Holdrege, NE	OB)	4	12 54/
3 43A	783	Ц	_	McCook, NE (CT)		-	11 49
5 05A	960	Щ	<u></u>	Fort Morgan, CO (Sterling) (MT)	OB		8 25
7 15A 8 05A	1038		Ar )p	Denver, CO	<b>⊕</b> ம். <b>Q</b> 7	Dp Ar	7 101 6 381
10 07A	1100	П		Fraser-Winter Park, CO	Oá	$\blacksquare$	3 50
10 37A		П	г	Granby, CO (Rocky Mt. Nat'l Park)	060		3 12
1 53P		Н	•	Glenwood Springs, CO (Aspen)	⊕ட்டு		12 10
4 10P	1311	П		Grand Junction, CO	்டைக்		10 23/
5 58P	1417	П	г	Green River, UT	060		7 59/
7 20P		V	4	Helper, UT (Price)	O&		6 37
9 26P		٦	7	Provo, UT	Oá		4 35/
11 05P	1608	1	۱r	Salt Lake City, UT (MT)	்டைக்	Dp	3 30/
11 30P		0	)p	⇔ Ogden, Boise, Las Vegas     ⊸see back		Ār	3 05/
3 03A	1871	Ц	L	Elko, NV (PT)	0&		9 311
5 40A		Ц	L	Winnemucca, NV	O(B)		7 08
8 36A		Ц	L	Reno, NV	<b>⊕</b> ட்ட் <b>QT</b>		4 06
9 37A		Ц		Truckee, CA (Lake Tahoe)	O.B.		2 38
11 48A		Ц	L	Colfax, CA	୍ରାଷ୍ଟ	$\sqcup$	12 21
12 57P		Ц	L	Roseville, CA	ંક <b>Q</b> ₹	$\perp$	11 35/
D2 13P	2353	Ц	L	Sacramento, CA	<b>⊕</b> ட்க் <b><i>Q</i></b>	ш	11 09/
D2 44P		Ц	L.	Davis, CA	<b>⊕</b> ட்க் <b><i>Q</i></b>	oxdot	10 36/
D3 26P			1	Martinez, CA (San Joaquin Trains)	<b>⊕</b> ட்க் <b><i>Q</i></b>		9 54
D3 59P		_\	<b>V</b>	Richmond, CA	○ <b>BQ</b> T		9 22
4 10P	2438	-	٩r	Emeryville, CA (PT)	<b>⊕</b> ட்க் <b>Q</b> T	Dp	9 10/

Figure 2-4: California Zephyr 2011 Timetable Source: Amtrak (May 9, 2011 Schedule)

service with trains departing between 7:00 pm to 9:30 pm eastbound and 3:00 am and 5:00 am westbound. The total travel time from one side of the state to the other (Elko to Reno) is about five and a half hours.

The state of Nevada does not contract with Amtrak to provide any additional passenger service to supplement the California Zephyr route. Fifteen states, including the neighboring states of California and Oregon, provide operating and capital funding for additional service, including the Capitol Corridor, San Joaquin, and Pacific Surfliner routes in California and the Cascades route in Oregon.

Table 2-4 provides a sample of travel times by mode from Reno to destinations on the *California Zephyr* route. Amtrak trips tend to take 20 to 40 percent longer than trips on other modes, such as long-haul bus (Greyhound) and personal automobile. Amtrak and Greyhound have similar travel

times for long-distance trips, such as Reno to Chicago; however, the trip on Greyhound involves making three transfers. The highway-based modes may be less competitive during peak periods when traffic congestion can slow travel times in the urban areas. Air travel is by far the fastest mode; however, quantifying the extra time needed for security checks and for travel to and from airports is difficult.



Table 2-4: Travel Times from Reno by Mode

From Reno to:	Mode	Travel Time
Emeryville, CA	Amtrak	7 hours
	Greyhound Bus	5 to 6 hours
	Automobile	4 to 5 hours
	Plane <sup>1</sup>	2 hour 15 minutes
Sacramento	Amtrak	5 hours
	Greyhound	3 hours
	Car	2 hours 30 minutes
	Plane <sup>1</sup>	4 hours 30 minutes (no direct flights)
Salt Lake City	Amtrak	11 hours
	Greyhound Bus	9 hours 40 minutes
	Automobile	8 hours
	Plane <sup>1</sup>	3 hours
Chicago	Amtrak	44 hours 30 minutes
	Greyhound Bus	42 hours (3 transfers)
	Automobile	30 hours
	Plane <sup>1</sup>	7 hours 30 minutes

 $<sup>^{1}</sup>$  One and a half hours has been added to plane travel to account for additional time needed for security screening and travel to and from the airport.

#### **Desert Wind**

The *Desert Wind* service between Chicago and Los Angeles was discontinued in 1997 because of budget cuts in the Amtrak system. *Desert Wind* served Las Vegas and Caliente, NV and provided direct trips to Salt Lake City and Los Angeles. Southern Nevada has not had any passenger rail service since the elimination of the route.

## Southwest Chief

The Southwest Chief travels 2,256 miles between Chicago and Los Angeles with 31 interim stops, including Kansas City, Albuquerque, and Flagstaff. The line operates one trip daily in each direction and passes through the states of Illinois, Iowa, Missouri, Kansas, Colorado, New Mexico, Arizona, and California. The route travels through northern Arizona along the I-40 corridor within 30 miles of southern Nevada. Amtrak Thruway Buses connect the Kingman, AZ station with Laughlin, NV and Las Vegas. A total of 342,403 passengers rode the Southwest Chief in FY2010.



# 3. Amtrak Thruway Bus Service

Amtrak Thruway Bus operates six routes in the state of Nevada connecting to four different train lines, including the *California Zephyr* and the *Southwest Chief*, plus the *Capitol Corridor* and the *San Joaquin* service in California. The *Southwest Chief* route, which operates between Chicago and Los Angeles, is the closet Amtrak rail line to southern Nevada. An overview of the Amtrak Thruway Bus service in Nevada is provided in **Table 2-5**. A map of the Thruway Bus service is shown in **Figure 2-5**.

Table 2-5: Amtrak Thruway Bus Service in Nevada

Service	Trips	2010 Ridership by Destination	Route	Stations in Nevada
California Zephyr via Salt Lake City	2 trips daily inbound to Las Vegas, 3 trips daily outbound		Salt Lake City to Las Vegas	Las Vegas Greyhound Station.
Southwest Chief via Los Angeles	1 trip daily inbound to Las Vegas, 2 trips daily outbound	17,438-Las Vegas	Los Angeles to Las Vegas	Las Vegas Greyhound Station
Southwest Chief via Kingman, AZ	1 trip daily	4,214-McCarran 530-Laughlin	Kingman, AZ to Laughlin and Las Vegas	Tropicana Express in Laughlin and McCarran Airport in Las Vegas
Capitol Corridor via Sacramento	3 trips daily	17,804-Reno 723-Sparks	Sacramento to Reno and Sparks	Reno Amtrak Station and The Nugget in Sparks
San Joaquin via Sacramento	Reno: 3 trips daily outbound, 2 trips daily inbound and 1 trip daily to Stateline	108-Stateline	Sacramento to Reno, Sparks and Stateline	Reno Amtrak Station, The Nugget in Sparks and Kingsbury Transit Center in Stateline, NV
San Joaquin via Bakersfield, CA	1 trip daily	158-Primm	Bakersfield, CA to Primm and Las Vegas	Las Vegas Greyhound Station, Whiskey Pete's in Primm
		40,975-Total		





Figure 2-5: Amtrak Thruway Bus Network in Nevada

The Thruway Bus service provides connections between Las Vegas and the cities of Salt Lake City; Kingman, AZ; Los Angeles; and Bakersfield, CA. Service from Reno connects to the Sacramento Amtrak station with transfer opportunities to San Francisco on the Capitol Corridor line. Various private contract motor coach lines also provide service in the I-80 corridor with daily casino trips from Sacramento and the San Francisco Bay area to Reno and Sparks. Other Nevada communities with Thruway Bus connections include Stateline, Sparks, Laughlin, and Primm.



# 4. Excursion and Tourist Railroads

Four excursion railroads operate in the state of Nevada: the Nevada Northern Railway, Virginia & Truckee (V&T) Railroad Company, the Nevada State Railroad Museum, and the Nevada Southern Railway. Combined, the four railroads operate on 32.5 miles of track and carry over 100,000 passengers annually. The four excursion railroads address a notable component of the state's tourism industry.

**Table 2-6** presents an overview of the tourist and excursion lines, and **Figure 2-6** shows the locations of the excursion service in the state.

Table 2-6: Excursion and Tourist Railroad Characteristics

Railroad	Routes	Total Route Miles	Annual Ridership
Nevada Northern Railway	McGill Junction Route and Keystone Route	14	13,000 to 15,000
V&T Railroad Company	Historic Route and Sisters in History Route	14	40,000 to 70,000
Nevada State Railroad Museum	Carson City Museum grounds	1	20,000 to 25,000
Nevada Southern Railway	Boulder City to Railroad Pass	3.5	32,000

# **Nevada Northern Railway**

The Nevada Northern Railway Museum and the White Pine Historical Railroad Foundation operate steam and diesel locomotive excursion service throughout the year on a 14-mile-long segment of the historic route. The 149-mile-long railroad line was initially built to haul copper ore and was operated in this capacity from 1906 to 1983, when the Kennecott Minerals Company donated the line and facilities to the White Pine Historical Railroad Foundation.

Today, the Nevada Northern Railway Museum provides a 56-acre historic railroad complex with a museum, historic depot, and 68 other buildings and structures, including a roundhouse, machine shops, and yards. The excursion line operation has a staff of nine full time and two part time employees.



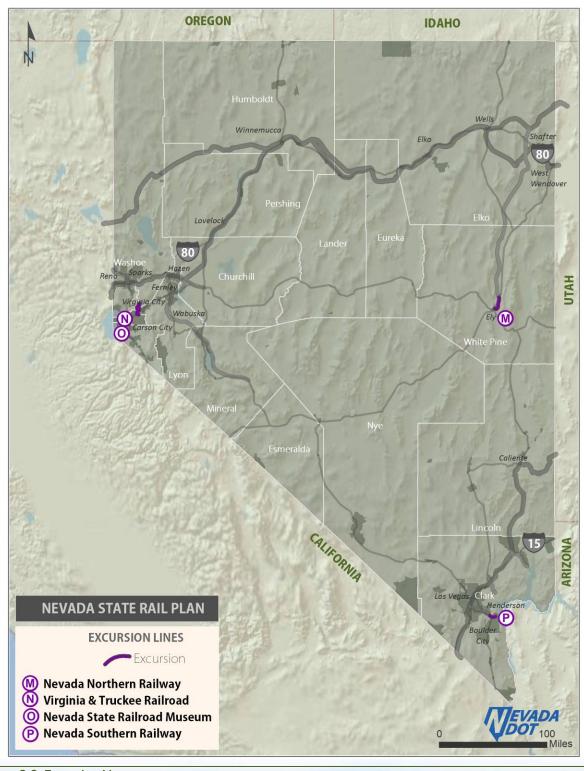


Figure 2-6: Excursion Lines

The Nevada Northern Railway operates two routes from its depot in Ely on weekends from April to September and weekdays from Memorial Day to Labor Day. The seven-mile-long McGill Junction Route travels north from the Ely Depot on the old main line tracks to McGill Junction, and the seven-mile-long Keystone Route travels west from the Ely Depot to the town of Ruth. The two routes make one to two trips per service day, depending on the time of year. In addition, the railway offers special event train rides throughout the year, including Polar Express trains in the winter and haunted ghost trains on Halloween. Ridership on the two lines ranges from 13,000 to 15,000 passengers annually.

The Nevada Northern Railway has hired S&S Shortline to provide maintenance on the out-ofservice tracks between McGill and Currie for future service.

# **V&T Railroad Company**

The V&T Railroad was completed in 1870 to haul gold and silver ore from the famous Comstock Lode mines in the Virginia City area to Carson City and Reno. The line was operated continuously for 80 years, until freight service was discontinued in 1950 after the line lost market share to highway truck traffic.

The V&T Railroad Company operates two excursion trains on sections of the original right-of-way from May to October. The Sisters in History Route provides diesel and steam trains on weekends, offering two to three trips between Carson City and Virginia City. The route travels 14 miles and lasts one and a half hours in each direction. The Historic Route operates seven trips daily on the three-mile-long segment between Virginia City and Gold Hill. The V&T also operates special event trains throughout the year, including the Comstock Christmas train and the Polar Express.

The Sisters in History Route attracts about 13,000 annually. Ridership on the Historic Route ranges from 40,000 to 70,000 passengers per year. A total of 10 full-time employees and 35 part-time seasonal employees operate the service.

#### Nevada State Railroad Museum

The Nevada State Railroad Museum in Carson City operates weekend excursion service on a one-mile loop around the museum property from May to October with special holiday service in December. The museum operates a steam engine one weekend per month and motor car service the other weekends with seven to 14 trips per day from 10:00 am to 4:00 pm. Annual ridership on the line ranges from 20,000 to 25,000 annually.



# **Nevada Southern Railway - Boulder City**

The Nevada Southern Railway operates from the Nevada State Railroad Museum's Yucca Street Station in Boulder City along 3.5 miles of track to Railroad Pass. The railway was originally built in the 1930s as a UPRR branch line to transport equipment and supplies to construct the Hoover Dam. The Museum currently operates four daily 40-minute trips throughout the year on open-air and climate-controlled Pullman coaches. In addition to the excursion rail service, the museum offers an open-air display pavilion with a historic rail equipment exhibition.

Annual ridership on the Nevada Southern Railway has increased by 15 percent from 2009 to a total of 32,000 riders in 2010.

# 5. Multimodal Passenger Connections

This section provides an overview of the multi-modal transportation connections available within the eight Nevada cities that currently have Amtrak rail or Thruway Bus service. The section highlights non-automobile modes with a focus on transit and regional intercity connections; additional linkages might be developed for new passenger rail service provided to any of these cities. Each of the Amtrak-served stations in these eight cities can be accessed by bicycling and by walking, which receive no special mention here. All Amtrak rail and Thruway Bus departure and arrival times are based on the May 9, 2011 schedule.

**Table 2-7** displays a summary of the modes available in each Amtrak city.

Table 2-7: Multimodal Connections Serving Amtrak Stations in Nevada Cities Ranked by Size

City	Amtrak Rail	Amtrak Thruway Bus	Greyhound	Intracity Transit	Regional Transit	Airport Shuttles	Taxi	Rental Car
Las Vegas	-	✓	✓	✓	✓	✓	✓	✓
Reno	$\checkmark$	$\checkmark$	$\checkmark$	$\checkmark$	$\checkmark$	$\checkmark$	$\checkmark$	$\checkmark$
Elko	$\checkmark$		$\checkmark$	$\checkmark$			$\checkmark$	$\checkmark$
Winnemucca	$\checkmark$		<b>√</b>				$\checkmark$	
Sparks		$\checkmark$		$\checkmark$	$\checkmark$	$\checkmark$	$\checkmark$	$\checkmark$
Laughlin		✓	<b>√</b>	$\checkmark$	$\checkmark$	✓	$\checkmark$	$\checkmark$
Stateline/Sout h Lake Tahoe		✓		✓	✓	✓	<b>√</b>	✓
Primm		$\checkmark$						



# Las Vegas

Nevada's largest city, Las Vegas, does not have intercity passenger rail service, since the termination of the Amtrak *Desert Wind* service in 1997, which linked Las Vegas to Salt Lake City and to Los Angeles with a stop in Caliente, NV. Las Vegas currently has service on four Amtrak Thruway Bus lines with direct service to Salt Lake City; Kingman, AZ, where it connects with Amtrak's Southwest Chief; Los Angeles; and Bakersfield, CA. All Amtrak Thruway service operates out of the downtown Greyhound Station at 200 South Main Street, except for the Kingman, AZ line, which stops at McCarran International Airport. **Figure 2-7** shows the locations of the multimodal passenger connections in Las Vegas.



Figure 2-7: Las Vegas Multimodal Passenger Connections



# Connections to the California Zephyr via Salt Lake City

The Amtrak Thruway Bus connects Las Vegas to the *California Zephyr* route in Salt Lake City. The route has two trips per day from Las Vegas to Salt Lake City. The first trip departs Las Vegas at 7:45 am and arrives in Salt Lake City at 5:10 pm and the second trip departs at 9:00 pm and arrives in Salt Lake City at 6:00 am the following day. Neither trip provides convenient connections to the *California Zephyr* service; trains depart Salt Lake City at 11:30 pm in the westbound direction and 3:30 am in the eastbound direction. One trip per day departs from Salt Lake City at 8:30 am and arrives at the Las Vegas Greyhound station at 3:35 pm.

# Connections to the Southwest Chief via Kingman, AZ

Amtrak operates one Thruway Bus trip per day in each direction between Las Vegas McCarran International Airport and Kingman's Amtrak Station with connections to the Southwest Chief. The bus departs Las Vegas at 9:30 pm and arrives in Kingman at 1:00 am. It then departs from Kingman at 11:50 pm and arrives at 3:10 am in Las Vegas. The Southwest Chief stops in Kingman daily at 11:46 pm westbound and 1:33 am eastbound.

# Connections to the Southwest Chief via Los Angeles

Amtrak Thruway Buses operate two trips daily from Los Angeles to Las Vegas and three trips per day from Las Vegas to Los Angeles. Trips from Las Vegas depart at 7:50 am, 11:50 am, and 4:50 pm and arrive in Los Angeles at 2:00 pm, 5:40 pm, and 10:35 pm. Trips depart Los Angeles at 10:50 am and 3:10 am and arrive in Las Vegas at 4:40 pm and 9:00 pm, respectively. The *Southwest Chief* departs Los Angeles at 6:15 pm daily with service to Chicago.

# Connections to the San Joaquin via Bakersfield, CA

Amtrak Thruway Buses operate one trip per day between Las Vegas and Bakersfield with connections to the *San Joaquin* line. The *San Joaquin* travels through California's Central Valley between Sacramento, Stockton, and Bakersfield. The Thruway Bus service connects Las Vegas to Bakersfield once per day in both directions. The bus departs Las Vegas at 9:05 am and arrives in Bakersfield at 3:30 pm. It then departs from Bakersfield at 1:50 pm and arrives in Las Vegas at 6:50 pm. Trains depart Bakersfield four times per day between 5:00 am and 6:30 pm.

#### Greyhound

Greyhound provides direct service from Las Vegas to Utah, Arizona, and southern California. Connections between Greyhound and three of the Amtrak Thruway Bus lines can be made within the Greyhound terminal at 200 South Main Street in downtown Las Vegas.



#### **Transit**

# Regional Transportation Commission of Southern Nevada (RTC):

RTC operates 39 routes, serving Las Vegas and the surrounding area. Four bus routes directly serve the Amtrak Thruway bus stop at the Greyhound station, and numerous other routes provide service within a six-block walk at the Bonneville Transit Center at 101 East Bonneville Avenue at Casino Center Boulevard. Several bus routes serve the Amtrak bus stop located at McCarran International Airport, including the Westcliff Airport Express (WAX) line, which operates every 30 to 60 minutes between the airport, the Strip, downtown, and the Westcliff Transit Center.

Silver Rider transit, an intercity coach carrier, provides regional service between Las Vegas and other southern Nevada communities, including Laughlin, Searchlight, and Primm.

# Las Vegas Monorail

The Las Vegas Monorail, a private transit operating company, provides service along a 3.9 mile line east of the Las Vegas Strip between the MGM Grand Hotel and the Sahara Hotel with interim stations at Bally's/Paris Las Vegas, Flamingo/Caesar's Palace, Harrah's/Imperial Palace, Las Vegas Convention Center, and the Las Vegas Hilton. The monorail line does not currently link with Amtrak bus stops; however, the Las Vegas Monorail company has entertained extending its line south from the MGM Grand Hotel to the McCarran International Airport, which could link with the Kingman, AZ Amtrak Thruway Bus service.

#### Other Modes

A full range of transportation connecting services are available in Las Vegas, a major tourist destination, including shuttles, taxis, and rental cars.

# Reno

Figure 2-8 shows the locations of the multimodal passenger connections in Reno. Amtrak's *California Zephyr* provides one trip daily to Reno. Eastbound trains to Chicago stop in Reno at 4:06 pm, and westbound trains headed to Emeryville, CA stop at 8:36 am. The Capitol Corridor Joint Powers Authority (CCJPA) contracts with Amtrak Thruway Buses to operate three buses per day in each direction to and from Reno. The eastbound buses terminate at The Nugget Casino and Hotel in Sparks, and the westbound buses travel to Sacramento for direct connections to the *Capitol Corridor* route. Eastbound buses depart Reno at 1:40 pm, 4:15 pm, and 7:25 pm; and westbound buses depart at 8:05 am, 11:30 am, and 5:05 pm. CCJPA evaluated extending Capitol Corridor passenger rail service from Sacramento to Reno and elected not to pursue the





Figure 2-8: Reno Multimodal Passenger Connections

extension in 2005 following UPRR's capacity determination that separate right-of-way requiring costly new trackage would be needed on the Donner Pass route. Both Amtrak rail and bus services operate out of the full-service Amtrak station located in downtown Reno at 280 North Center Street, which opened in 2006 as part of the ReTRAC project.

# Greyhound

Greyhound operates service along the I-80 corridor offering multiple trips per day from Reno to points east, including Salt Lake City, and points west to Sacramento and the San Francisco Bay area. The Greyhound station is

located at 155 Stevenson Street about a half mile from the Amtrak station.

#### **Transit**

Reno's RTC Ride transit system provides service throughout the region on 33 bus lines, including express service to Carson City. RTC's new 4th Street Transit Center in downtown is located at 4th Street and Evans Avenue, three blocks from the Amtrak Station. Amtrak patrons have multiple transit options, including the high-capacity RTC Rapid line and the free Sierra Spirit line. Both lines operate 24-hours per day, providing direct connections between Amtrak and other areas of downtown and the Virginia Street corridor. Regional transit services also provide service from Reno, including Eastern Sierra Transit Authority to Bishop, CA; South Tahoe Express to South Lake Tahoe; and Modoc Sage Stage to Alturas and Susanville, CA.

#### Other Modes

Numerous private charter coach lines operate along the I-80 corridor between Reno and Sacramento and the San Francisco Bay area all year long taking passengers to casino destinations. Rental cars and taxis are readily available in downtown Reno near the Amtrak station.



# Elko

Amtrak's *California Zephyr* passenger rail line makes one trip daily in each direction to Elko. The westbound train arrives in Elko at 3:03 am and the eastbound train arrives at 9:31 pm. Elko's Amtrak station is located at 1300 Water Street about a half mile northeast of downtown (see **Figure 2-9**). The station is comprised of an east- and westbound platform shelter and bench with no Amtrak staff on the premises.

# Greyhound

Greyhound provides multiple trips per day to Elko with eastbound (Salt Lake City) and westbound (Reno) service along the I-80 corridor. Greyhound



Figure 2-9: Elko Multimodal Passenger Connections

buses stop at the Tesoro Gas and Food Store located about one mile north of the Amtrak station at 1950 East Idaho Street (see **Figure 2-9**).

#### **Transit**

The Elko County deviated fixed route bus service does not currently serve the Amtrak station directly. The nearest bus line stops about a half mile away from the Amtrak station.

## **Other Modes**

Connections between Amtrak, Greyhound, and other destinations in Elko can be made through the Elko Taxi service, which operates 24 hours per day. Rental cars are available through Enterprise Rent-A-Car at the Elko airport. Shuttle service is not available in Elko.

## Winnemucca

Winnemucca is located in the northern part of the state on I-80 about two-and-a-half hours (170 miles) east of Reno. Both Amtrak's *California Zephyr* and Greyhound serve Winnemucca. The eastbound *California Zephyr* stops in Winnemucca daily at 7:08 pm, and the westbound *California Zephyr* stops in Winnemucca at 5:40 am. Amtrak's Winnemucca station is located at 209 Railroad Street, provides a shelter and bench, and is unstaffed (see **Figure 2-10**).





Figure 2-10: Winnemucca Multimodal Passenger Connections



Figure 2-11: Sparks Multimodal Passenger Connections

# Greyhound

Greyhound provides multiple trips per day along the I-80 corridor with service from Winnemucca to Salt Lake City and to Reno. The Greyhound stop in Winnemucca is located at 240 West Winnemucca Boulevard about a half mile from the Amtrak station (see **Figure 2-10**).

#### **Transit and Other Modes**

Winnemucca Taxi provides 24-hour service to the Amtrak and Greyhound stations. Transit, shuttle and rental car services are not available in Winnemucca.

# **Sparks**

Amtrak discontinued *California Zephyr* service to Sparks in 2009, although Amtrak Thruway Bus service continues to operate between Sparks, Reno, and Sacramento with connections to the *Capitol Corridor* route. Buses stop at John Ascuaga's Nugget Hotel and Casino at 1100 Nugget Avenue (see **Figure 2-11**). Eastbound buses arrive in Sparks at 2:00 pm, 4:30 pm, and 7:35 pm; and westbound buses depart from Sparks three times per day at 7:45 am, 11:10 am, and 4:45 pm.

# Greyhound

Greyhound does not provide direct service to Sparks, although the Reno Greyhound station is located about four miles from the Amtrak Thruway Bus stop in Sparks. Greyhound operates multiple trips throughout the day between Reno and destinations along the I-80 corridor.



## **Transit**

Sparks is part of the RTC Ride service area with seven routes operating out of the RTC Centennial Plaza transit center in downtown Sparks (see **Figure 2-11**). RTC does not provide direct bus service to the Amtrak Thruway Bus stop; the transit center is located within a 10-minute walk of the Amtrak Thruway Bus stop.

#### Other Modes

Sparks and Reno have numerous shuttle, taxi, and rental car services available.



Figure 2-12: Laughlin Multimodal Passenger Connections

# Laughlin

The city of Laughlin is located two hours southeast of Las Vegas via US93 and US163 on the Arizona border. Amtrak's Thruway Bus service, connecting Las Vegas' McCarran International Airport to the Southwest Chief route in Kingman, AZ, stops in Laughlin once a day at the Tropicana Express Hotel, located at 2121 South Casino Drive (see Figure 2-12). Northbound buses arrive in Laughlin at 12:50 am and southbound buses arrive at 12:01 am. (A new highway bridge over the Colorado River is just advancing as of this report's publication, which could benefit bus movements between Laughlin and Kingman, AZ.)

# Greyhound

Greyhound provides multiple trips per day to Las Vegas. Phoenix, and Flagstaff from the Bullhead City stop at 1000 Highway 95, which is located two and a half miles from the Amtrak stop in Laughlin (see **Figure 2-12**).

## **Transit**

Silver Rider transit operates two one-way loop bus routes that circulate throughout the city of Laughlin, providing hourly service to the Amtrak bus stop in Laughlin. Route 777 operates 24 hours per day in a counter clockwise direction and Route 888 operates 19 hours per day in a clockwise direction.



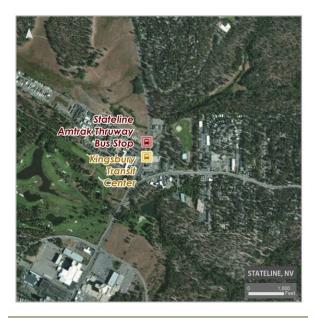


Figure 2-13: Stateline Multimodal Passenger Connections

Silver Rider also operates regional bus service from Laughlin to other communities in southern Nevada, including Las Vegas, Searchlight, and Primm.

#### Other Modes

Several shuttle operators provide daily trips between Laughlin and McCarran International Airport in Las Vegas. Taxi and rental car services are also available in Laughlin.

## Stateline

The small community of Stateline, NV is located at the California border directly across from South Lake Tahoe. It is a recreation destination with skiing in the winter and lake-oriented

activities and hiking the rest of the year. Amtrak's Thruway Bus service operates one trip per day in each direction from Stateline's Kingsbury Transit Center, shown in **Figure 2-13**, to Sacramento with direct connections to the *Capitol Corridor*.

The bus departs Stateline at 2:20 pm for trips to Sacramento and arrives in Stateline from Sacramento at 12:50 pm.

## Greyhound

Greyhound does not serve the Stateline/South Lake Tahoe area.

#### **Transit**

Lake Tahoe's BlueGo Transit operates five routes in Stateline with service to the Kingsbury Transit Center for direct connections to Amtrak buses. The routes provide service to the surrounding area, as well connections to Carson City.

#### Other Modes

Shuttles are available for trips between the Tahoe area and Reno. South Lake Tahoe and Stateline also have numerous taxi and rental car services available.



## Primm

Primm is a small community with fewer than 500 residents located 40 miles southwest of Las Vegas on the border with California. Amtrak Thruway Buses stop at Whiskey Pete's Hotel & Casino at 31900 Las Vegas Boulevard once a day, (see Figure 2-14), traveling between Las Vegas and Bakersfield, CA. The bus service connects with Amtrak's San Joaquin route in Bakersfield. Eastbound buses stop in Primm at 6:10 pm and westbound buses stop at 9:45 am.

# Greyhound, Transit and Other Modes

Greyhound does not serve Primm, and Primm does not have transit, shuttle, taxi, or rental car services.



Figure 2-14: Primm Multimodal Passenger Connections

# B. Freight Rail Infrastructure and Operations

This section describes all of the active, land-banked freight rail lines and facilities, including intermodal facilities, in the state of Nevada.

The description of each active railroad includes key characteristics, such as annual tonnage (density), route miles, weight restrictions, track classifications, and maximum operating speeds.

**Table 2-8** gives the maximum operating speeds that FRA permits for freight traffic on various classifications of track. These speed restrictions are imposed to assure safe operating conditions.

Table 2-8: FRA Track Classification and Maximum Operating Speeds

	Max. Freight Operating Speed
Track Class	(mph)
Excepted Track	10
Class 1 Track	10
Class 2 Track	25
Class 3 Track	40
Class 4 Track	60
Class 5 Track	80
Class 6 Track	110



# 1. Main Lines

Two Class I, transcontinental railroads: UPRR and BNSF operate within the state of Nevada. The UPRR is the largest carrier in Nevada and owns all 1,085 main line route miles in the state (1,023 miles of single- and 62 miles of double-track). BNSF has trackage rights on 804 route miles or 74 percent of the freight rail line in the state; BNSF does not own any trackage in Nevada. BNSF gained its trackage rights as a result of the Surface Transportation Board's (STB) approval of the 1996 UPRR merger with the Southern Pacific Transportation Company (SPTC). BNSF was granted the following access rights to maintain pre-merger competition:

- the right to access all customers on the UPRR and former SPTC main lines between Weso and Alazon;
- the right to establish exclusive intermodal, automotive, and transload facilities in the Reno-Sparks area;
- the right to interchange directly with the Nevada Northern Railway (former BHP Nevada Railroad) at Shafter; and
- the right to access all customers who locate on the BNSF trackage rights lines after the merger.

UPRR employed 558 people living as residents in the state of Nevada with an annual payroll of \$39.1 million in 2010; BNSF uses UPRR operating crews to move BNSF freight in the state by agreement with UPRR.

Combined, these two railroads hauled about 190 million net tons of freight through Nevada in 2009; of the total, Nevada is primarily a pass-through state for shipments traveling to and from the ports in California. Through-traffic comprised 96 percent of freight railroad traffic in the state. Traffic originating outside of Nevada with destinations in the state accounted for 6.6 million tons, including coal, clay, concrete, chemical products. The UPRR and BNSF shipped 1.6 million tons of freight originating in Nevada to destinations outside the state, which included commodities, such as chemical or allied products, intermodal, and non-metallic minerals.

UPRR freight rail traffic in Nevada has been declining at a steady pace over the past four years from 92,921 rail cars terminating in Nevada in 2007 to 70,019 in 2010, representing a decrease of 32 percent. Rail cars originating in Nevada have also decreased from 30,905 in 2007 to 27,331 in 2010, or 13 percent. The loss in rail traffic is most likely a result of the



slowing US and Nevada economies. BNSF Nevada traffic volume averaged 14,000 car loads annually between 2008 and 2010.

The UPRR main lines operate east-west across Nevada, connecting Salt Lake City and other destinations to the east, including Denver and Chicago, with northern and southern California. The state does not have any north-south lines connecting its two largest regions: Reno and Las Vegas.

Nevada's freight rail system is comprised of three UPRR main lines in northern Nevada (Overland Route, Central Corridor, and Feather River Corridor) and one in southern Nevada, the South Central Route. **Table 2-9** provides an overview of the freight rail routes and mileage, and **Table 2-10** displays route operating characteristics. **Figure 2-15** shows the main line routes and trackage right routes; **Figure 2-16** shows key UPRR and BNSF mainline routes in adjacent states.

## **Northern Nevada Main Lines**

# **Overland Route (Historic Southern Pacific Route)**

The Overland Route is a principle UPRR cross-country line, connecting Chicago, IL to Oakland, CA. The Overland Route travels 446 miles across the northern part of the state of Nevada, passing through the cities of Wells, Elko, Winnemucca, Hazen, Fernley, Sparks, Reno, and Verdi. The route runs east from Nevada connecting the states of Utah, Wyoming, Colorado, Nebraska, Iowa, and Illinois. The route runs west from Nevada crossing the Sierra Nevada Range over Donner Pass, Iinking Nevada with Roseville, Sacramento, and Oakland, CA. The Overland Route connects in Roseville to UPRR's I-5 Corridor with service to the San Joaquin Valley, Southern California, and north to Oregon and Washington. The Overland Route connects in Oakland to the San Francisco Bay area and to the UPRR's Coast Line, which runs south to Los Angeles.

The Overland Route operates predominantly as a single-track mainline with only 53 miles (12 percent) of the 446-mile route operating as a double-track mainline. The double-tracked segments include: Reno to Vista (11 miles); Alazon to Moor (14 miles); and Valley Pass to Tecoma near the Utah border (28 miles). Automatic block signals (ABS) are used to control traffic along the eastern part of the route between Verdi and Reno, Winnemucca and Moor, and Valley Pass and the Utah border. Centralized traffic control (CTC) is used to control traffic on the section of the railroad between Reno and Winnemucca and between Moor and Valley Pass. The maximum authorized freight speed is 79 miles per hour (mph), which is classified as Class 5 track under FRA Track Safety Standards. The track along the route is comprised primarily of 132 and 136-pound continuous welded rail.



Table 2-9: Freight Rail Routes and Mileage

Route	Description	Route Miles in Nevada	BNSF Trackage Rights (miles)
Overland Route	Oakland, CA to Chicago via Reno and Ogden, UT (formerly Southern Pacific)	446	377
Central Corridor	Winnemucca to Denver via Salt Lake City (formerly Western Pacific)	273	273
Feather River Corridor	Sacramento to Winnemucca (formerly Western Pacific)	154	154
South Central Route	Los Angeles-Long Beach, CA to Salt Lake City via Las Vegas	212	0
	Total Miles	1,085	804

Table 2-10: Nevada UPRR Main Line Freight Operating Characteristics

Operating Characteristic	Overland Route	Central Corridor	Feather River Corridor	South Central Route
Operator	UPRR, BNSF	UPRR, BNSF	UPRR, BNSF	UPRR
Speed (mph)	70-79	70-79	70	70-79
Track Class	5	5	5	5
Track Type (Single or Double Track)	Single track with double track segments at MP 238 to 249 (Reno to Vista), MP 603 to 617 (Alazon to Moor), MP 641 to 669 (Valley Pass to Tecoma)	Single Track	Single Track	Single track with double track segment at MP 326 to 335 (Woodbury Beltway to Owens Ave in Las Vegas)
Type of Control	Automatic Block Signal (ABS) - Verdi to Reno, Winnemucca to Moor, Valley Pass to Utah border. CTC - Reno to Winnemucca and Moor to Valley Pass.	ABS - Weso to Wells. CTC - Wells to Utah border.	Centralized Traffic Control (CTC)	СТС
Rail Main (pounds)	Mostly 132 and 136	Mostly 133	Mostly 133	Mostly 133
Subdivision	Roseville, Nevada, Elko, Shafter, Lakeside	Winnemucc a Elko, Shafter	Winnemucca	Cima and Caliente
Division	Roseville and Utah	Roseville and Utah	Roseville	Los Angeles and Utah

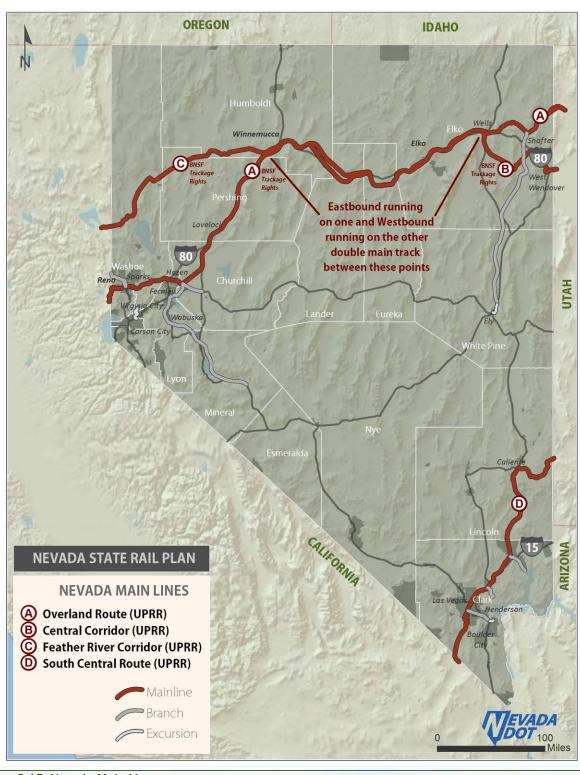


Figure 2-15: Nevada Main Lines



Figure 2-16: Main Line Network in Adjoining States

The Overland Route parallels the Central Corridor route for approximately 180 miles between Winnemucca and Wells, where the two routes run within the same geographic valley and share similar alignments. All eastbound traffic operates on the Central Corridor and westbound trains operate on the Overland Route. The Overland Route connects to the Feather River Corridor in Winnemucca and to the Fallon, Mina, and Thorne branch lines in Hazen. UPRR's highest car volumes in Nevada occur on the segment of the shared Overland Route/Central Corridor segment between Alazon and Winnemucca with a range of about 30 to 60 million gross tons shipped per year.

The Overland Route is part of UPRR's Utah and Roseville service units; and travels through the UPRR Lakeside, Shafter, Elko, Nevada, and Roseville subdivisions.



BNSF obtained trackage rights on the 377-mile Verdi-to-Alazon segment of the Overland Route in Nevada after the UPRR and SPTC merged in 1996. The SPTC owned the Overland Route prior to the merger, and the STB required that a second Class I railroad carrier be granted trackage rights in the state to preserve pre-merger competition in areas where it previously existed. BNSF was granted the right to serve some existing and all new customers along segments of the line and operates a daily local service for new customers between Reno, Sparks, and Hazen.

UPRR changed its operations following the merger. UPRR historically operated the Central Corridor across Nevada and west to Oakland over the Feather River branch. UPRR split the Central Corridor into two lines at Winnemucca after the merger, designating the line west of Winnemucca as the Feather River Corridor and the trackage east of Winnemucca as the Central Corridor. The changes were made to reduce redundancy and improve operational efficiency on the overall UPRR system.

# **Central Corridor (Historic Western Pacific Route)**

The UPRR's Central Corridor travels across northern Nevada, a distance of 273 miles, linking Winnemucca and northwestern Nevada with Salt Lake City and Denver. The Central Corridor runs through West Wendover, Shafter, Wells, Elko, and Carlin in Nevada. The Central Corridor parallels the Overland Route between Wells and Winnemucca, a distance of approximately 180 miles where the two lines are situated within the same geographic valley and operate with all eastbound traffic on the Central Corridor track and westbound trains on the Overland Route. The Central Corridor diverges from the Overland Route at Wells and travels southeast to Salt Lake City. The Alazon-to-Winnemucca track segment that the Central Corridor shares with the Overland Route has UPRR's highest car volumes in Nevada with a range of about 30 to 60 million gross tons shipped per year. The Central Corridor connects with the Feather River Corridor to the west at Winnemucca.

The Central Corridor is a single-track mainline with a maximum operating speed of 79 mph (Class 5 track). The track consists of primarily 133-pound continuous welded rail. CTC is used to control traffic between the Utah border and Wells, and ABS is used between Wells and Weso. The Central Corridor is part of UPRR's Utah and Roseville service units and the UPRR Shafter, Elko, and Winnemucca subdivisions.

BNSF has trackage rights on the Central Corridor and ships about 2,000 carloads per year from Nevada to destinations outside the state. The shipments are comprised primarily of clay and aggregate. BNSF ships several thousand carloads per year into Nevada from other states. The



shipments are comprised of commodities, such as petroleum, paper, fertilizers, chemicals, and manufactured goods.

#### Feather River Corridor (Historic Western Pacific Route)

The Feather River Corridor is a 154-mile-long UPRR line, connecting Winnemucca to Sacramento. The line follows the Feather River through Ronda, Gerlach, and Flanigan west of Winnemucca and through Portola, Keddie, and Oroville in eastern California before reaching Sacramento. The line connects in Sacramento to the I-5 Corridor with service to Oregon and Washington to the north, and the San Joaquin Valley and Southern California to the south, and to the San Francisco Bay area via the Overland Route. Connections can be made in Winnemucca to both the Central Corridor (Salt Lake City and Denver) and the Overland Route (Chicago).

The single-track Feather River Corridor line is CTC-controlled and has a maximum authorized operating speed of 70 mph, indicating Class 5 track under the FRA Track Safety Standards. The track consists of mostly 133- and 136-pound continuous welded rail. The Feather River Corridor is part of UPRR's Roseville service unit and the Winnemucca subdivision. BNSF has operating rights to serve new customers on the Feather River Corridor.

UPRR shifted most traffic from the slower Feather River Corridor to the more direct Donner Pass route in 2009 after the completing a tunnel notching project to allow for double-stacked container shipments. The Feather River Corridor is now used primarily for bulk commodities and as an alternate route during winter storms.

#### Southern Nevada Main Lines

# South Central Route

The UPRR main line across southern Nevada travels 212 miles through the state, connecting Salt Lake City and points east with Los Angeles-Long Beach. The line passes through the Nevada cities of Caliente, Moapa, Las Vegas, Jean, and Calada. Connections can be made in Colton, CA to UPRR's Sunset Route, which serves Arizona, New Mexico, Texas, and Louisiana, and to the I-5 Corridor, which serves northern California, Oregon, and Washington. BNSF does not have operating rights on the South Central Route.

UPRR plans to maintain some traffic on the South Central Route, although the railroad has reduced traffic on this line over the last four years. UPRR has begun to shift east-west traffic from the South Central Route to the Sunset Route, which travels between Los Angeles and El



Paso. The railroad has invested heavily in upgrading the Sunset Route, which is expected to be 68 percent double-tracked by 2012. The Sunset Route yields a more favorable route to Chicago and points east using the Golden State Route between El Paso and Kansas City and BNSF trackage rights from Kansas City to Chicago, than the South Central Route provides through Salt Lake City and Omaha to Chicago and points east.

The South Central Route is predominantly a single-track mainline, except for a nine-mile-long double-tracked section in Las Vegas between Owens Avenue in North Las Vegas and Bruce Woodbury Beltway west of McCarran International Airport. The line is CTC-controlled and operates at a maximum authorized speed of 79 mph (Class 5 track). The track is comprised of primarily 133-pound continuous welded rail. The route is part of UPRR's Utah and Los Angeles service units and the Caliente and Cima subdivisions.

# 2. Branch and Short Lines

Nevada has 309 railroad route miles of track on seven branch and short lines, serving six Nevada counties. Of the 309 route miles, 107 miles are in service, accommodating commercial freight railroad operations. The Nevada Northern Railway (currently out-of-service trackage) and the United States Army (Thorne Branch) own the remaining 202 miles. The entire network of branch and short lines is single-tracked, consisting of Class 1 and 2 tracks. **Figure 2-17** shows the locations of the branch and short lines, which are described in the following paragraphs in east-to-west order first in northern and then in southern Nevada. Nevada also has inactive branch lines, such as the Gerlach-to-Empire line, which connected with the Feather River Corridor; it was taken out of service in January 2011 with the closure of the United States Gypsum Corporation plant in Empire.



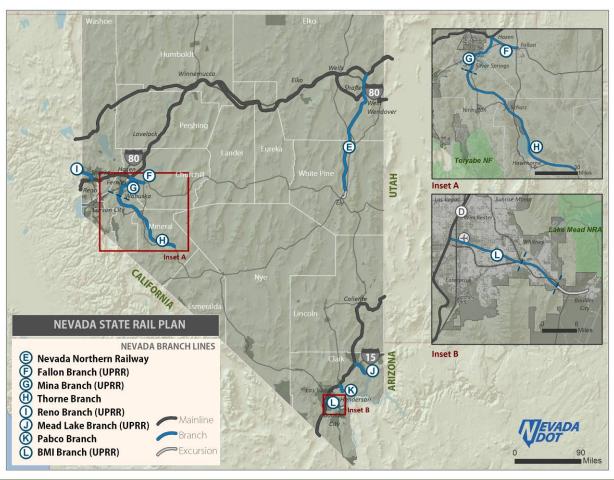


Figure 2-17: Nevada Branch Lines

# **Northern Nevada Branch and Short Lines**

The northern Nevada branch and short lines include: Nevada Northern Railway and the Fallon, Mina, and Thorne branches. The characteristics of the Northern Nevada branch and short lines are given in **Table 2-11**.



Table 2-11: Northern Nevada Branch and Short Line Operating Characteristics

Operating Characteristic	Nevada Northern Railway	Fallon Branch	Mina Branch	Thorne Branch	Reno Branch
	White Pine RR				
Owner	Foundation	UPRR	UPRR	US Army	UPRR
Operator	NA	UPRR	UPRR	US Army	UPRR
NV Route Miles	149	16	43	53	18
Speed (mph)	25	10	25	10	20
Track Class	2	FRA Excepted	2	1	1
Track Type (Single or Double)	Single Track	Single Track	Single Track	Single Track	Single Track
Type of Control	TWC	TWC	TWC	TWC	TWC
Rail Main (pounds)	60	80	Mostly 133	Mostly 132 and 136	Mostly 100 and 110
Subdivision	NA	Falllon	Mina	Mina	Reno
Division	Roseville	Roseville	Roseville	Roseville	Roseville
Mile Posts	0 - 149	288 - 304	288 - 331	331 - 384	11 - 29

# Nevada Northern Railway

The Nevada Northern Railway consists of 149 route miles between the Overland Route main line in Cobre and McGill Junction near Ely. The White Pine Historical Railroad Foundation purchased the short line in 2004 from BHP Copper North America, which used the line to serve its copper mine in White Pine County. BHP discontinued service on the line in 1999, when the copper mines closed.

White Pine Historical Railroad Foundation hired S&S Shortline to rehabilitate segments of its route. S&S Shortline recently completed upgrading 45 miles of the line between Shafter (MP 18.5) and Currie (MP 63) to Class 2 track with maximum authorized speeds of 25 mph. The route is track warrant controlled (TWC) and consists of 60-pound rail. This 45-mile-long segment is not actively used for freight service at present, although the line is well situated to provide shipments between the UPRR Central Corridor main line in Shafter and the copper mine in Currie. The White Pine Historical Railroad Foundation also hired S&S Shortline to rehabilitate the southern section of the track between Currie and McGill so that S&S Shortline can operate future freight service and so that the Foundation can possibly accommodate an extension to the Nevada Northern Railway excursion train line in Ely. The 18.5-mile segment between Cobre and Shafter on the north end, which provides a link between the Overland Route and the Central

Corridor, is currently out of service and will require considerable upgrading to accommodate freight rail shipments.

S&S Shortline is a common carrier railroad with STB authority to operate from Cobre (MP 0) to McGill Junction (MP 128.5). S&S Shortline has interchange agreements with both UPRR and BNSF and has interchanged trains cars with UPRR and BNSF at Shafter. The White Pine Historical Railroad Foundation's wholly-owned subsidiary, the Great Basin and Northern Railroad, has authority to operate freight and switching services from McGill Junction (MP 128.5) to Keystone (MP 146.5).

#### Fallon Branch

The UPRR's Fallon Branch, which was once part of the SPTC, extends 16 miles from the Overland Route main line in Hazen southeast to Fallon. Freight shipments on the Fallon line consist primarily of calcium carbonate and magnesium oxide, which is shipped from Fallon to the main line in Hazen. Premier Magnesia ships the materials by truck three times per week from mines in Gabbs (Nye County) to Fallon, where it is transferred to rail cars at the facility in the Fallon Yard.

The maximum authorized speed is 10 mph (FRA Excepted Track) over 80-pound rail. The entire line is single-tracked and TWC-controlled. The Fallon Branch is part of UPRR's Fallon subdivision within the Roseville service unit.

Churchill County has commissioned a study to consider options to relocate the Fallon line to an industrial park on the west side of town and abandon the seven-to-eight-mile segment from Trento Lane to Fallon.

# Mina Branch

UPRR also owns and operates the Mina Branch, which was formerly part of the SPTC system. The line connects to the Overland Route main line in Hazen and extends 43 miles south to Fort Churchill near Wabuska. The Mina Branch primarily handles shipments of munitions and chemicals. The line also serves the Homestretch Geothermal Power Plant two miles north of Wabuska. The maximum authorized speed on the line is 25 mph (Track Class 2), and the rail consists of mostly 133-pound continuous welded rail. The Mina Branch is single-tracked and TWC-controlled. The Mina Branch is part of UPRR's Mina subdivision within the Roseville service unit.

#### Thorne Branch

The Thorne Branch is the continuation of the Mina Branch south of Fort Churchill to the Hawthorne Army Depot. The federal government owns and operates this 53-mile-long branch line and uses it for classified military shipments. The maximum authorized speed on the single-track line is 10

mph (FRA Excepted Track). The track consists of mostly 132- and 136-pound continuous welded rail. The Army plans to upgrade the line to 25 mph (FRA Class 2 Track) by 2015.

#### Reno Branch

The Reno Branch connects the Feather River Corridor to the Overland Route in Reno. The branch line operates from the Reno Yard in North Reno to Reno Junction, CA located 11 miles west of the Nevada state line. UPRR serves some industries on the line and maintains the line for the redundancy that it permits when weather or other conditions require alternate routes.

The maximum authorized speed on the line is 20 mph (Track Class 1), and the rail consists of mostly 110-pound continuous welded rail. The Reno Branch is single-tracked and TWC-controlled. The Reno Branch is part of UPRR's Reno subdivision within the Roseville service unit.

#### **Southern Nevada Branch and Short Lines**

The southern Nevada branch and short lines include: Mead Lake, Pabco Gypsum, and BMI branches. The characteristics of the southern Nevada branch and short lines are given in **Table 2-12**.

Table 2-12: Southern Nevada Branch and Short Line Operating Characteristics

Operating Characteristic	Mead Lake Branch	PABCO Gypsum	BMI Branch	City of Henderson
Owner	UPRR	Pabco	UPRR	Henderson
Operator	UPRR	Pabco	UPRR	UPRR
NV Route Miles	18	12	11	7
Speed (mph)	25	20	10	10
Track Class	2	1	1	1
Track Type (single or double track)	Single Track	Single Track	Single Track	Single Track
Type of Control	TWC	TWC	TWC	TWC
Rail Main (pounds)	Mostly 90 and 133	131	133	90
Subdivision	Mead Lake	NA	BMI	BMI
Division	Utah	Utah	Utah	Utah
Mile Posts	0 - 18	0 - 12	0 - 11	11 - 18



#### Mead Lake Branch

UPRR owns and operates the 18-mile-long single-track Mead Lake Branch, making two to three round trips per week between Moapa and Lake Mead, serving Simplot Cement. The maximum authorized speed on the line is 25 mph (Track Class 2). The line is TWC-controlled and is comprised mostly of 90- and 133-pound rail. The Mead Lake Branch is part of UPRR's Mead Lake subdivision within the Utah service unit.

#### Pabco Gypsum Branch

The Pabco Gypsum Branch (also known as the Nevada Industrial Switch) is the only private railroad operating in Nevada. It is a 12 mile-long single-track line between the UPRR main line at Moapa and the Pabco gypsum wallboard plant north of Lake Mead. The maximum authorized speed on the line is 20 mph (Track Class 1) and it is TWC-controlled.

#### **BMI Branch**

Three different owners control the 22-mile-long BMI line. The Nevada State Railroad Museum owns the most easterly 4.6 miles of the BMI Branch and operates excursion trains on the trackage from the Boulder City Depot. A complete description of this service is included in the excursion line section.

The city of Henderson owns the middle seven miles of the BMI Branch that includes a spur to serve the Henderson Industrial Park (from mile post 11 to mile post 18). The primary commodities shipped on the line are consumer goods, plastics, and chemicals for companies, such as Kerr-McGee, Ocean Spray, and Pioneer Chemical. The city of Henderson added new crossties, replaced rail, and added ballast to the line in 2009 to increase its operating speed to 25 mph (Track Class 2). The line is single-tracked; TWC-controlled; and comprised of 90-pound rail.

The UPRR owns and operates the 11-mile-long single-track western segment from the Boulder Highway and Railroad Pass crossing in the city of Henderson to Boulder Junction. The maximum speed on this segment is 10 mph (FRA Excepted Track), and it is TWC-controlled on mostly 133-pound rail. The BMI Branch is part of UPRR's Utah service unit and BMI subdivision.



#### 3. Freight Rail Facilities

Nevada serves as a noteworthy warehouse and distribution center in the western United States, providing as a transition hub between California, Utah, and points east. The warehousing industry in the state has grown considerably over the past 20 years with the development of large-scale industrial parks in the Reno/Sparks, Fernley, and Las Vegas areas. Intermodal traffic serving these industrial parks and other facilities is comprised primarily of high-value, low-density commodities, such as consumer goods. Rail freight originating and terminating in Nevada is predominantly bulk commodities, such as coal, minerals, chemicals, glass and stone, and petroleum. In addition to the intermodal facilities and industrial parks, UPRR operates classification, maintenance and storage, and switching yards at select locations within the state. BNSF also operates a transload facility in Sparks to support freight operations.

**Figure 2-18** shows the locations of the freight rail facilities in the state. BNSF owns a proprietary transload facility in Sparks and has invested in trackage in Fernley to support its customer's volume. BNSF may use the UPRR's Sparks Intermodal Facility and can establish its own automotive, intermodal, or transload facilities in Reno.

#### **Intermodal Facilities**

Nevada has two freight intermodal facilities where trailer-on-flat-car (TOFC) or container-on-flat car (COFC) can be transferred between rail cars and/or trucks. The facilities include the UPRR Sparks Intermodal Facility in northern Nevada and the UPRR Las Vegas Intermodal Facility.

#### **UPRR Sparks Intermodal Facility**

The intermodal facility in Sparks is located at 1151 Nugget Avenue and is part of a larger general classification yard. The facility specializes in longer trains carrying commodities, such as chemicals, coal, minerals, autos and auto parts, agricultural goods, and petroleum. The intermodal facility operates a side loader one shift per day between 6:00 am and 2:00 pm. In addition, the yard provides a facility for adding and removing helper locomotives to assist with train movements over the high elevations of Donner Pass. Sparks is the only terminal in the state that includes both TOFC and COFC.

The recent Donner Pass improvements allow double-stack containers to travel through the tunnels between Roseville and Truckee directly to Reno and Sparks from Sacramento and Oakland. The upgraded Donner Pass route has allowed UPRR to shift traffic from the Feather River Corridor to its Overland Route with direct access to Reno/Sparks, Salt Lake City, and Chicago.



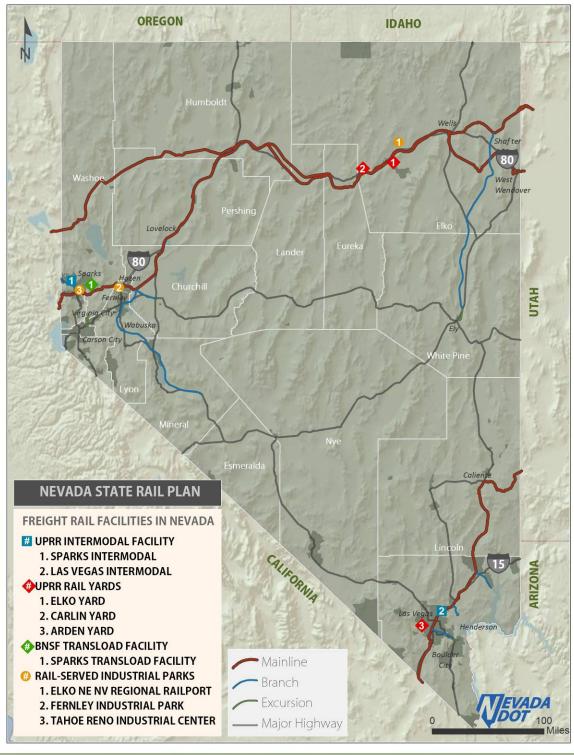


Figure 2-18: Freight Rail Facilities in Nevada

#### **UPRR Las Vegas Intermodal Facility (Valley Yard)**

The Las Vegas Intermodal Facility is located at 4740 Tropical Parkway in the northern part of Las Vegas near US15 and the Bruce Woodbury Beltway. The UPRR owns and operates the yard, which includes an intermodal (COFC only) and auto carload facility. The Las Vegas facility contains four tracks, two for auto unloading/loading and two for intermodal. Each track accommodates about 16 cars. Storage capacity is sufficient for about 80 trailers and containers. Traffic includes paper products, autos, and building materials.

UPRR traffic at the Las Vegas Intermodal facility has declined between 2000 and 2010 as a result of UPRR's shifting of traffic from its South Central Route through southern Nevada to its Sunset Route through Arizona. UPRR has made major improvements in the former SPTC Sunset Route (Los Angeles to New Orleans) following the UPRR/SPTC merger to accommodate more traffic because of the Sunset Route's more favorable grades and alignment.

#### Transload Facilities and Classification Yards

Classification yards are facilities used to separate and organize rail cars into groups or unit trains of shipments bound for the same destination. UPRR has three classification yards in Nevada. The Elko Yard on the Central Corridor line and the Carlin Yard on the Overland Route serve industries in the northern part of the state; and the Arden Yard on the South Central Route serves the southern part of the state.

#### Elko, Carlin, and Arden Yards

The Elko Yard has nine classification and three receiving/departure tracks. It serves as a key UPRR refueling facility and crew change location along the main line. Increased fuel capacity was added and installation of a direct-to-train fueling pad, which can accommodate four trains with four separate fueling stations, was completed in October 2011 at the Elko Yard.

The Carlin Yard has a four-track classification yard and a small repair facility.

The Arden Yard has six tracks and handles the switching requirements for Las Vegas, as well as BMI Branch traffic. The UPRR Arden Yard is a non-classification facility used for rail staging and switching; and it also serves as a crew change location for the Cima subdivision.



#### **Rail-Served Business and Industrial Parks**

Industrial leads are tracks connecting industrial parks, business parks, and individual companies directly to the main or branch line. Industrial lead facilities are mostly used for shipping, transloading, and warehousing. The following section provides an overview of the larger industrial facilities currently in use in Nevada.

#### Northeastern Nevada Regional Railport (NNRR)

NNRR opened in 2010 as part of a public-private revenue-sharing agreement between Elko County and Savage Services. This 60-acre intermodal transload facility is located on the eastern edge of Elko adjacent to the UPRR Elko Yard. The facility includes rail-to-truck and truck-to-rail capabilities, as well as rail car switching, storage, and warehousing. Companies located at the facility, which currently ship by rail, include: Rudy Pipeline, Pacific Steel, and Liebherr Mining Equipment.

#### **Fernley**

Fernley has two spurs off the main line serving industrial parks in east Fernley near Nevada Pacific Parkway and Newlands Road and in west Fernley near I-80 and West Main Street. Industrial Park includes a spur line connection to the Overland Route, serving companies, such as Valley Joist, Wayne, MSE, Paramont Petroleum, Qubecor, John Mansville, and Trex.

The city of Fernley and Sonterra Developers have prepared initial plans for a large-scale industrial site, called the Clean Energy Rail Center (CERC) in east Fernley to accommodate trucks, rail, planes, warehouses, and distribution facilities on 1,040 acres.

#### Tahoe Reno Industrial Center (TRIC)

TRIC is a 107,000-acre industrial park located in Storey County about seven miles east of Reno. The park has five miles of track with access to BNSF and UPRR service on the Overland Route. The facility includes transloading and warehousing capabilities. Companies located at the facility include Alcoa, Wal-mart, and Hardie Building Products. (Environmental documentation is starting on a USA Parkway extension southward from TRIC, which will connect I-80 with US50, benefitting TRIC truck access.)



## 4. Rail Line Abandonments and Land-Banked Track

Only one rail line has been abandoned in the last 15 years in Nevada, the Modoc Subdivision, shown in Figure 2-19. The line ran for seven miles in Washoe County and an additional 21 miles into northern California. terminating in Wendel, CA. The line used to serve a California power plant and lumber mill. UPRR reclassified the line to an Industrial Lead and sold it to the Lassen Valley Railway LLC on December 3, 2009 when the tracks were last used. STB authorized abandoning the line on August 8, 2011; and the American Trails Association. Inc. consummated a trail use/rail



Figure 2-19: Abandoned Rail Line

banking agreement for the right-of-way on October 1, 2011.

#### 5. Rails-to-Trails and Rails-with-Trails

More than 19,000 miles of abandoned rail lines in the US have been converted to multi-use bicycle and pedestrian trails over the last 25 years through the rails-to-trails program. Communities have also used rails-with-trails in recent years as another way to secure land for recreational trails. The rails-with-trails program is defined as a shared-use path located on or adjacent to an active railroad.

The Rails-to-Trails Conservancy and other organizations have helped to develop four rails-to-trails projects in Nevada: the Carson City Trail (two miles) on an abandoned segment of the V&T Railroad; the historic Railroad Tunnel trail (seven miles) near Boulder City; the River Mountains Loop Trail (35 miles) near Henderson and the Hoover Dam; and the Union Pacific Railroad Trail (five miles) near Henderson. These projects are more fully described in the state's bicycle plan. Nevada does not currently have any rails-with-trails projects.



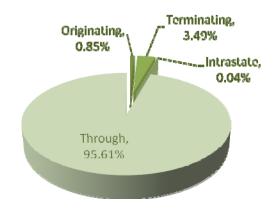
#### C. Freight Commodities

#### 1. Existing Commodity Flows

A total of 191 million net tons of freight moved across Nevada by rail in 2009, an increase of about 26 million tons (14 percent) over the last 15 years. Intermodal shipments accounted for 81 million tons (42 percent) of the total freight traffic. The vast majority of freight traffic in 2009 passed through Nevada with origins and destinations outside the state.

**Figure 2-20** shows that through-traffic accounted for nearly 96 percent (182.9 million tons) of all freight traffic in the state. Traffic

originating outside of Nevada with destinations in the state made up about three percent (6.6 million tons) of the rail traffic flow. Traffic originating in Nevada with destinations outside the state (1.6 million tons) and traffic originating and terminating in Nevada (81,000 tons) accounted for less than one percent of the total.



Most of the freight traffic in Nevada is highway based. The Federal Highway

Figure 2-20: Nevada Freight Rail Traffic Distribution

Administration (FHWA)-commissioned 2002 Freight Analysis Framework Study found that truck-based shipments accounted for 55 percent of all shipments from Nevada to other states (14.5 million tons), 49 percent of shipments to Nevada (21.8 million tons), and 88 percent of total shipments within the state (41.6 million tons). By comparison, rail shipments accounted for three percent of the shipments to other states, five percent of the total traffic to Nevada, and less than one percent of in-state traffic.

Freight rail data in this section is based on the STB Carload Waybill Sample for 2009. The waybill includes a stratified sample of data compiled from UPRR and BNSF about origin, destination, commodity, distribution type, and volume.

#### **Commodities Moved by Rail**

The Standard Transportation Commodity Code (STCC) used in the waybill sample classifies the commodities being shipped into 38 categories. Six of the 38 categories accounted for 80

percent of Nevada's freight traffic in 2009. The six commodities include Intermodal or Freight All Kinds1 (29 percent), Farm Products (22 percent), Food or Kindred Products (12 percent), Chemicals or Allied Products (seven percent), Coal (six percent), and Lumber and Wood Products (four percent). Pulp, Paper, or Allied Products and Waste or Scrap Materials each accounted for three percent. Categories with less than three percent of the total volume are grouped together as "All Others," which combined, account for 14 percent of the rail traffic flow. **Figure 2-21** shows a breakdown of freight traffic by commodity.

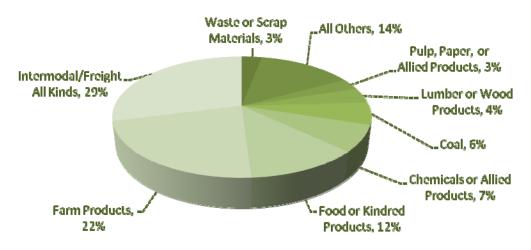


Figure 2-21: Freight Rail Traffic in Nevada by Commodity in 2009 Source: STB Waybill Sample 2009

#### **Originating Freight Traffic**

Traffic originating in Nevada accounts for only one percent of Nevada's total freight traffic. **Table 2-13** shows that nearly one quarter of this originating traffic occurs in the Chemicals or Allied Products category (STCC 28), mostly shipments containing

Table 2-13: Commodities Originating in Nevada

STCC	Descriptions	Total Tons	Percentage
28	Chemicals or Allied Products	401,069	24.6%
14	Non-metallic Minerals	345,346	21.2%
32	Clay, Concrete, Glass or Stone Products	320,047	19.6%
40	Waste and Scrap Materials	243,596	14.9%
46	Intermodal/Freight All Kinds	126,792	7.8%
	All Others	194,099	11.9%
	Total	1,630,949	100.0%

Source: STB Waybill Sample 2009

<sup>&</sup>lt;sup>1</sup> Freight All Kinds (FAK) refers to consolidated, mixed or intermodal shipments.

fertilizers and potassium/sodium compounds. Non-metallic Minerals (STCC 14) and Clay, Concrete, Glass, or Stone Products (STCC 32) together accounted for about 40 percent of freight originating in Nevada.

The neighboring states of California and Utah were two of the top three destinations for freight traffic originating in Nevada. The two states accounted for over 810,000 tons of freight, or 50 percent of all shipments. Shipments to California consisted primarily of potassium/sodium compounds, ashes, and fertilizers. Illinois, a major transfer hub for shipments to the east, had the second highest traffic flow with 13 percent. Key commodities shipped to Illinois included copper ore, Freight All Kinds (intermodal), and small packaged freight. **Table 2-14** ranks the top destinations of freight originating in Nevada. **Figure 2-22** presents a map of the destinations for freight originating in Nevada.

Table 2-14: Top Destinations of Freight Originating in Nevada

State	Total Tons
California	700,078
Illinois	218,655
Utah	111,558
Wyoming	85,334
Nevada	81,439
Colorado	55,994
Oregon	45,908
Washington	45,733
Arizona	42,372
Pennsylvania	38,266
Source: STB Waybill Sample 2009	

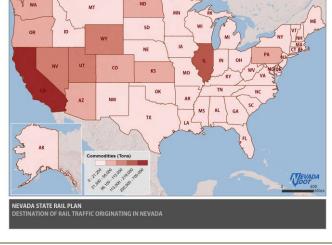


Figure 2-22: Destination of Rail Traffic Originating in Nevada

#### **Terminating Freight Traffic**

Nearly 90 percent of freight traffic terminating in Nevada falls into the categories of Coal (STCC 11); Clay, Concrete, Glass, or Stone (STCC 32); Chemicals or Allied Products (STCC 28); and Petroleum or Coal Products (STCC 29), as shown in **Table 2-15**. Key commodities shipped to Nevada within these STCC groupings include Portland cement, plastic materials, and bituminous coal.



Table 2-15: Commodities Terminating in Nevada

STCC	Descriptions	<b>Total Tons</b>	Percentage
11	Coal	3,437,693	51.5%
32	Clay, Concrete, Glass or Stone Products	856,939	12.8%
28	Chemicals or Allied Products	789,083	11.8%
29	Petroleum or Coal Products	739,797	11.1%
20	Food or Kindred Products	236,447	3.5%
	All Others	621,559	9.3%
	Total	6,681,517	100.0%

Source: STB Waybill Sample 2009

Utah accounts for 40 percent of traffic terminating in Nevada, while Wyoming and Texas comprise 11 percent and 10 percent, respectively. Bituminous coal is the primary commodity being shipped from both Utah and Wyoming, accounting for over 90 percent of the

traffic. California is fourth on the list with 613,000 tons shipped to Nevada, or nine percent of the total traffic. **Table 2-16** ranks the originating states with the largest freight shipments to Nevada.

Figure 2-23 presents a map of the origins by state for freight terminating in Nevada.

Table 2-16: Top Origins of Freight Terminating in Nevada

State	Total Tons
Utah	2,677,341
Wyoming	801,996
Texas	717,408
California	613,257
Colorado	322,709
Oregon	291,238
Iowa	184,700
Illinois	178,238
Nebraska	102,975
Montana	85,628

Source: STB Waybill Sample 2009

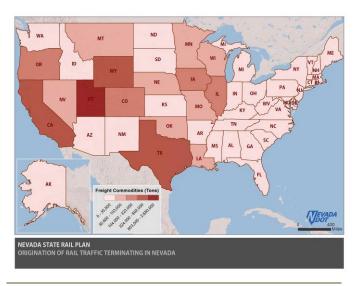


Figure 2-23: Origination of Rail Traffic Terminating in Nevada



#### Intrastate Freight Traffic

Intrastate traffic makes up a very small amount of the total traffic in the state.

**Table 2-17** shows that the commodities shipped within Nevada in 2009

Table 2-17: Nevada Intrastate Commodities

STCC	Descriptions	Total Tons	Percentage
32	Clay, Concrete, Glass, or Stone Products	67,189	82.5%
28	Chemicals or Allied Products	14,064	17.3%
14	Non-metallic Minerals	185	0.2%
	Total	81,439	100.0%

Source: STB Waybill Sample 2009

included only three of the 38 STCC categories. Portland cement shipments within southern Nevada comprised 82 percent of the intrastate traffic.

#### Through-Freight Traffic

Most freight traffic in Nevada is considered through-traffic, that is, rail shipments with both origins and destinations outside the state. Through-traffic accounted for nearly 96 percent of Nevada's rail shipments in 2009. The largest traffic movement was to and from California. Three Nevada main lines--Overland Route, Feather River Corridor, and South Central Route-provide direct access to major California shipping ports (Oakland, Long Beach, and Los Angeles), as well as to freight intermodal centers in northern and southern California. Washington and Illinois are also primary origins and destinations for rail traffic through Nevada.

**Table 2-18** displays the key commodities shipped through Nevada. Intermodal/Freight All Kinds (STCC 46), Farm Products (STCC 1), and Food and Kindred Products (STCC 20) account for nearly 65 percent of through-traffic.

Table 2-18: Through-Traffic Commodities

STCC	Descriptions	Total Tons	Percentage
46	Intermodal/Freight All Kinds	54,348,091	29.7%
1	Farm Products	41,516,765	22.7%
20	Food or Kindred Products	22,803,433	12.5%
28	Chemicals or Allied Products	12,900,362	7.1%
11	Coal	8,464,284	4.6%
24	Lumber or Wood Products	7,650,352	4.2%
26	Pulp, Paper, or Allied Products	5,360,485	2.9%
40	Waste or Scrap Materials	5,099,721	2.8%
37	Transportation Equipment	4,684,472	2.6%
29	Petroleum or Coal Products	3,833,209	2.1%
	All Others	16,260,649	8.9%
	Total	182,921,824	100.0%

Source: STB Waybill Sample 2009

#### 2. Forecasted Commodity Flows

FHWA's Freight Analysis Framework (FAF) forecasts the movement of freight among states and major metropolitan areas by all modes of transportation. FAF version 3 (FAF3) provides estimates for tonnage and value by commodity type, mode, origin, and destination for 2007 through 2040, based on FHWA's 2007 Commodity Flow Survey and additional sources. The FAF3 State Annual Provisional Data 2010 and the forecast for 2040 have been used to summarize the projected shifts in commodity shipments in Nevada in this state rail plan.

**Table 2-19** shows the commodities originating in Nevada that are projected to grow by the largest amounts between 2010 and 2040. Rail exports of non-metallic minerals from Nevada will increase by over 800,000 tons over the next 30 years. Currently, shipments of non-metallic minerals are the second highest export after chemicals/allied products. Other commodities projected to experience an increase in shipments from Nevada include animal feed, natural sands, wood products, and other agricultural products. FAF3 projections show the largest declines will occur in metallic ore shipments (-800,000 tons), representing a possible shift from metallic mining in the state. Nevada is expected to experience a net increase of 202,360 tons (6.44 percent) shipped to destinations outside the state by 2040.

Table 2-19: Commodities with Largest Increase in Shipments Originating in Nevada from 2007 to 2040

Commodity	Net Change in Tonnage (2010 - 2040)
Nonmetallic Minerals	829,433
Animal Feed	58,070
Natural Sands	50,277
Wood Products	43,873
Other Agricultural Products	14,519

Source: FHWA Freight Analysis Framework, 2010

FAF3 projections show the largest rail shipments from other states coming into Nevada will include such commodities as nonmetal mineral products (369.699 tons) and plastics/rubber (167,291). **Table 2-20** displays the top five commodities with the highest increase in traffic projected to be shipped into Nevada between 2010 and 2040. Shipments of coal are forecasted to experience the greatest declines, decreasing by over 588,000 tons over the 30-year period. Total rail imports are expected to increase by 731,873 tons or 9.25 percent in 2040.



Table 2-20: Commodities with Largest Increase in Shipments Terminating in Nevada from 2007 to 2040

Commodity	Net Change in Tonnage (2010 - 2040)
Nonmetal Mineral Products	369,699
Plastics/Rubber	167,291
Coal - n.e.c	164,463
Wood Products	146,221
Paper Articles	144,381

Source: FHWA Freight Analysis Framework, 2010

FAF3 also tracks the origin and destination states of future freight rail shipments. Nevada neighbors, California and Utah, will continue to be important trading partners, although North Dakota (159,696 tons) and Wyoming (109,231 tons) will experience the greatest increase in rail shipments from Nevada in 2040. Kansas, Tennessee, and Colorado will also experience an increase in shipments from Nevada, see **Table 2-21**. FAF3 data shows a major decline in exports to Michigan of over 630,000 tons by 2040.

Table 2-21: Top Destinations with Largest Increase in Shipments from Nevada from 2007 to 2040

<b>Destination State</b>	Net Change in Tonnage (2010 - 2040)
North Dakota	159,696
Wyoming	109,231
Kansas	47,422
Tennessee	13,856
Colorado	9,180

Source: FHWA Freight Analysis Framework, 2010

**Table 2-22** shows that the greatest increase in rail imports will come from the western states of Utah (804,142 tons), Washington (340,447 tons), and California (227,394 tons). Most of these gains will be offset by a large decline in shipments from Wyoming; Wyoming shipments are projected to decrease by over 900,000 tons by 2040.

Table 2-22: Top Destinations with Largest Increase in Shipments from Nevada from 2007 to 2040

Origin State	Net Change in Tonnage (2010 - 2040)
Utah	804,142
Washington	340,447
California	227,394
Idaho	130,342
Michigan	122,852

Source: FHWA Freight Analysis Framework, 2010

#### D. Nevada State Rail Structure

# 1. State Governmental Structure and Legal Basis for Delivery of Rail Programs and Services

Rail planning functions at NDOT are located within the Department's Aviation/Freight/Rail Section. This Section is part of the Transportation/Multimodal Planning Division, which reports to the Assistant Director for Planning, one of four assistant directors under NDOT's Director and two Deputy Directors. The Section is fully integrated into NDOT's administrative structure and interacts effectively with the other operating units at NDOT. The Section is currently staffed with a division head, an aviation/freight/rail program manager, and two project managers. This Section is tasked with advancing passenger and freight rail system improvements within the state, and it is in charge of developing and updating Nevada's State Rail Plan.

Nevada revised statues (NRS) authorize and direct NDOT to engage in rail planning and development in the state. NRS 705.421 directs NDOT to prepare and implement a state plan for rail service in cooperation with Nevada's Public Utilities Commission (NPUC), including projects to preserve rail lines, rehabilitate rail lines to improve service, and restore or improve freight service on rail lines that are potentially subject to abandonment. NRS 705.423 gives NDOT the power to accept (federal, state, local, and private) money to develop and implement the state rail plan with state legislative approval required to expend funds to implement the plan; to enter into agreements for railroad purposes; and to act as agent for counties and cities for railroad purposes. NRS 705.425 provides for a state program to preserve lines where service has been discontinued; NRS 705.427 permits NDOT to acquire and operate track and other railroad property that is the subject of abandonment or discontinuation of service. NRS 705.428 authorizes NDOT to contract for construction, improvement, or rehabilitation of any trackage or rail line property, provided state legislative approval authorizes the expenditure of any funds.

The Statewide Transportation Technical Advisory Committee (STTAC) will review and advise on adopting the state rail plan; and the Nevada State Transportation Board has final state rail plan approval authority for Nevada. FRA will accept the document for the federal government.

#### 2. State Capital Operating Funding and Policies

Nevada does not own any operating railroads. Nevada has traditionally relied on private rail operators and Amtrak to provide rail facilities and freight and passenger rail services located in



corridors extending across northern and southern Nevada. Recent legislative changes, however, have demonstrated the state's willingness to adopt legislation benefitting transportation improvement processes that open possibilities for growth.

For example, Nevada recently passed the Inland Port Authority Act, which took effect July 1, 2011. This legislation permits establishing inland ports and inland port authorities to administrate them; and it directs the Nevada Commission on Economic Development (NCED) to develop a State Plan for Inland Ports. Designated Nevada inland ports must contain at least two of the following three modes in a contiguous area: a municipally-owned airport (with specific runway requirements); a highway that is part of the national highway system; or an operating STB-classified Class I railroad. Discussions are underway to advance an inland port in both northern and southern Nevada.

Additionally, the state legislature has demonstrated a willingness to adopt new project delivery methods and practices. The legislature enabled Nevada to use the design-build contract delivery method, and it made statutory changes to establish a pilot demonstration program to evaluate the benefits of the Construction-Management-at-Risk model. These two acts indicate a flexible approach to enacting enabling legislation to improve transportation projects, where needed.

Historically, the state has been focused on improving highway safety and capacity issues; rail improvement efforts have been limited to grade separations and the highway safety crossing program. The highway project development approach sets a baseline for implementing any rail improvement project. The state has established a formal, comprehensive project development process designed to implement highway improvement projects, addressing planning, prioritizing, and developing improvement plans.

#### **Statewide Transportation Improvement Program**

Nevada has a Statewide Transportation Improvement Program (STIP), which includes a four-year list of federally-funded and non-federally-funded transportation projects, which are consistent with the statewide transportation plan. The STIP is updated annually; and it includes an accompanying Annual Work Program, which provides a schedule of projects to be built throughout the state. Each implementing agency is responsible for prioritizing the funds it controls; eligible metropolitan planning organizations (MPOs) can prioritize NDOT-allocated local Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds. Maximum flexibility is the goal to permit the implementing

agencies to address their transportation needs. The STIP and Work Program are included in the state's Transportation System Projects (TSP) document. **Figure 2-24** shows the STIP development process.

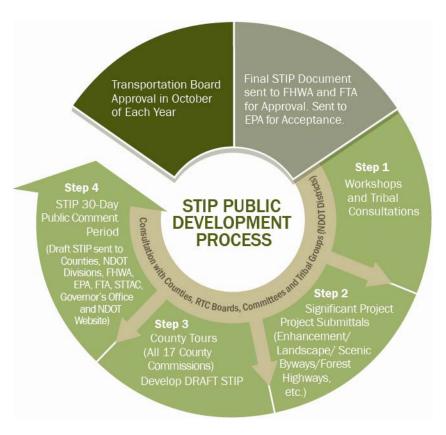


Figure 2-24: STIP Public Development Process

The STIP is developed through local agencies, such as local towns, counties, state agencies, Native American tribes, etc. in rural parts of the state, and through MPOs, including RTC of Southern Nevada, RTC of Washoe County, Carson Area MPO (CAMPO), and Tahoe MPO (TMPO). The projects that are submitted for consideration are organized and sequenced. The final list becomes the Work Program and part of the STIP. After the NDOT Board of Directors officially accepts the STIP, it is submitted to the relevant federal agencies involved in funding the projects, such as FHWA, the Federal Transit Administration (FTA), as well as to the US Environmental Protection Agency (EPA).

The STIP process typically starts with a Project Submittal Application. Federal and state agencies, counties, cities, local governments, local public agencies, Native American tribal governments, and not-for-profit entities may submit projects for consideration. Amtrak could be

eligible for project funding working through the MPOs or county commissions. An evaluation committee ranks submittals into high, medium, and low categories. The high-ranked projects are eligible for funding. NDOT's Director notifies each MPO by November 1 of the funds available for its prioritization; and each implementing agency identifies its capacity increasing projects by January 1 and advises the MPOs and NDOT. Then the process is advanced as follows:

January and February each year are the beginning of the submittal process. Workshops are held in small urban areas of populations less than 50,000. Invitations to the workshops are mailed to local public entities and to tribal agencies throughout the state. The workshops are held to educate the agencies about NDOT's various programs for funding transportation improvement projects and to provide assistance in completing the application forms.

NDOT and each MPO, with the assistance of any interested implementing agency, prioritize all the capacity increasing projects, assign fund categories to each project, and resolve any priority issues by March 1. Then, the MPO completes the air quality conformity analysis by March 31 for each of the projects to be implemented in its area over the four-year period of the STIP and of the Regional Transportation Improvement Program (RTIP).

Each MPO and NDOT agrees by April 30 to a draft Transportation System Projects list for the next fiscal year, which includes the Work Program. This document incorporates all of the projects from the rural/local agencies, tribal governments, and the four MPOs.

NDOT conducts consultations with the 14 counties (rural/non-MPO counties) and with the MPOs by July 1; and each MPO concurrently completes its respective public participation process. Each MPO approves its part of the STIP/RTIP and obtains the Governor's approval by July 30, followed by a RTIP submittal to FHWA for concurrence in the air quality determination.

Nevada's 23 tribes are invited to attend Tribal consultation meetings in each of the three highway district offices.

All consultation meetings have a published agenda and are open to the public. Participants are encouraged to ask questions, comment, and raise issues about the proposed Work Program.

At the end of the consultation meeting, each entity (such as, a County Commission) is asked to approve the draft TSP plan in its entirety, or with noted exceptions.



The draft TSP plan is then presented to the STTAC. Meetings are open to the public and include a published agenda. The STTAC, which includes representatives from federal, local, tribal, and state agencies/entities, serves as an advisory board to NDOT's Director and to the State Transportation Board. A "final draft" is prepared once comments are received from all parties; and it is distributed to each of the participants in the process.

Notices are published in local newspapers throughout the state announcing the draft TSP. Comments on the "final draft" document are requested by the end of August and are taken into consideration in preparing the final document. The final document is submitted to the State Transportation Board in September each year for approval of the Work Program. NDOT's Board of Directors approves the NDOT portion of the STIP and accepts the MPO's STIP/RTIP components by September 30.

NDOT applies an administrative modification process to address lesser changes in funding categories and priorities requiring changes in the STIP/RTIP; and the Department applies a four-to-six-month amendment process to address significant changes in the STIP/RTIP.

The current project development process is under revision and as a result will be processed from the Planning Division rather than from the Roadway Design Division. The goal of these revisions is to reevaluate cost and scoping each year and to deliver 87 percent of projects listed in the STIP within that year.

#### 3. Rail Safety and Security Program

NDOT has administrative responsibility for Nevada's public grade crossings, and NPUC has regulatory responsibility for the crossings. The two state agencies coordinate closely.

Nevada has a well-developed rail-highway grade crossing program. This program secures federal funding and applies a railroad company match to improve grade crossings statewide. An NDOT Statewide Coordinator, positioned within NDOT's Planning Division, heads up the highway safety improvement program. This Coordinator's primary task is to make the state's transportation network safe for the motoring public. The Coordinator prepares an annual report to identify federal Section 130 projects each fall. The report addresses projects for the next year; NDOT does not develop a long-term listing of projects because of the uncertainties of funding from year to year.

The Rail Coordinator maintains a database of all at-grade and grade-separated vehicular and pedestrian railroad crossings in the state. This database contains crossing location and

classification information, including the US Department of Transportation (DOT) number, railroad and road milepost locations, train and vehicular average daily traffic (ADT), and crossing type and owner. The database also includes information on the safety devices and geometry at each crossing, as well as FRA-reported accidents and incidents. The state's public grade crossing inventory is completely updated every three years, or one-third of all crossings in each of three years. NDOT reports annually to FRA on all of the state's open public crossings in compliance with the US DOT National Crossing Inventory File requirements (RSIA2008).

The Railroad Safety Coordinator meets quarterly with the railroad company project managers and contacts each NDOT district annually to identify any maintenance issues and incidences, such as rough pavement at crossings, deteriorated safety equipment, signage needs, or pavement marking deterioration, etc. Then, a team is assembled to prepare a diagnostic field review leading to a prioritized list of grade-crossing improvement projects for the year. The invited team includes a local roadway representative (the agency that owns the roadway), a railroad company representative (a north or a south UPRR representative, who is the manager of industrial and public projects, participates according to the location of the crossing), UPRR track maintenance manager, UPRR track signal manager, the NPUC (who inspects and regulates the state's rail crossings), and local NDOT personnel (district traffic engineer plus maintenance and utility inspectors). Almost all grade crossings in Nevada are on UPRR-owned or operated rail lines.

NDOT typically receives \$1.1 million in federal Section 130 funding annually, half of which goes for hazard elimination and half goes towards signal improvements. Projects can be funded with up to 90 percent federal Section 130 funding with a minimum local match of 10 percent, for which Nevada applies railroad company funding. The state does not contribute to the capital cost of the grade-crossing improvements.

Nevada's rail safety program also involves reviewing engineering drawings and plans, coordinating with NDOT's Design and Construction group, and interpreting engineering manuals and standards for new crossings and proposed changes and upgrades to existing crossings. The rail safety group is also responsible for implementing all new FRA, DOT, and FHWA laws, standards, rules, and regulations affecting rail-highway safety statewide.

In addition, security is a critical component of rail planning. NDOT will engage the Northern Nevada Counter-Terrorism Center in all aspects of planning affecting rail security in northern Nevada.

# E. General Analysis of Rail Transportation's Economic and Environmental Impacts

Effective and efficient comprehensive transportation systems provide a variety of regional and local benefits. Rail is a key component of Nevada's overall transportation system moving both freight and people. Investments in rail transportation technologies can help realize numerous community goals. Retrofitting, rehabilitating, and designing new infrastructure can benefit the national and state transportation system, as well as the quality of life for Nevada residents.

This section identifies benefits for the state of Nevada that will result from improvements in rail infrastructure. The economic and environmental impacts of rail infrastructure are embedded into many aspects of the state's economy, including such things as congestion mitigation, trade and economic development, air quality, land use, energy use, and community impacts, which are discussed below.

## CongestionMitigation

NDOT is tasked with developing and maintaining a modern transportation system with the capacity to accommodate future growth, and thus the agency is constantly evaluating congestion levels to determine the use and capacity of the state's infrastructure. Air.

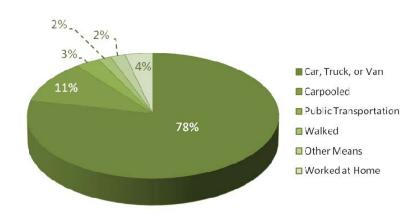


Figure 2-25: Nevada Means of Transportation to Work (Census 2010)

truck, car, and train traffic all contribute to congestion within Nevada, affecting both freight and passenger movements and services.

The FHWA Office of Highway Policy Information lists over 34,800 miles of public roads in the state of Nevada, including urban and rural interstates, principal arterials, minor arterials, collectors, local roads, and other freeways. Even with some 80 percent of Nevada's roadway system classified as rural, urban residents accounted for over 15 billion miles traveled, which is equivalent to over 75 percent of all vehicle miles traveled in Nevada. A vast majority of Nevada residents chose to commute to work by means of car, truck or van, as shown on **Figure 2-25**.

Local commuter trips contribute to congestion in the state's urban areas. As population trends upward and highway funding decreases, the existing transportation networks become strained, causing delay in intercity truck freight shipment and motorist trips. Urban public transportation systems throughout Nevada are working to provide additional local bus service and other high capacity transit service options to help mitigate demand on highway infrastructure. The largest transit agencies within the state of Nevada, both serving over two million boardings per year, are the RTC of Southern Nevada and the RTC of Washoe County.

Las Vegas' McCarran International Airport supports the local economy as the principal gateway for the majority of the city's visitors, and therefore, is an essential component of the tourism, hospitality, and gaming industries. This airport is the 22<sup>nd</sup> busiest in the world for passenger traffic, serving almost 40 million travelers per year. Cargo operations are also an important component of this airport's operations, moving over 200 million pounds of cargo annually. McCarron, with a maximum capacity of 625,000 aircraft movements, is anticipated to reach capacity in the next decade.

Growing competition and increasing demand for freight traffic and passenger movements on existing rail lines suggest a need to restructure both people and goods movements. TOFC and COFC service is increasingly becoming a major source of traffic and revenue. FHWA's Freight Management and Operations Department projects that rail congestion will worsen in Nevada. Although all rail lines in Nevada are currently operating below capacity, segments of UPRR's Overland Route are projected to experience train volumes at a level of maximum capacity by 2035, and UPRR's South Central Route is projected to be operating above capacity.

#### 2. Trade and Economic Development

The transportation system provides mobility to the state's residents, visitors, and businesses; and it provides access to school, work, recreation, healthcare, social, and commercial activities. Transportation and economic development are integrally linked. Investments in transportation infrastructure, and more specifically rail infrastructure, can provide numerous economic benefits for the region; while deficiencies within the system can be a detriment to Nevada reaching its economic potential.

The development and construction process can create jobs and support other job creation initiatives. Rail investments can spur supportive land use and developments to maximize land utility. Agencies and private industries that create efficient and safe infrastructure have a positive effect on multiple industries that are dependent on rail services.

Efficient transportation infrastructure can attract additional talent needed to supplement the existing workforce. Turnover in Nevada's existing workforce will generate a need to attract and retain new talent. Nevada's Department of Employment, Training and Rehabilitation notes that natural resources and mining will see the largest increased requirements from 2008 to 2018 at 14.7 percent. Figure 2-26 shows that trade, transportation, and utilities plus leisure and hospitality remain the dominate industries in terms of employment share.

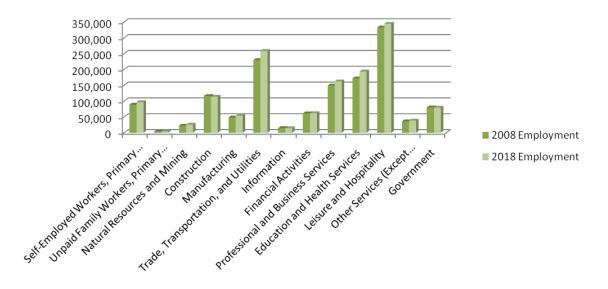


Figure 2-26: Long-Term Industrial Employment Projections, 2008-2018 Source: NV Department of Employment, Training and Rehabilitation

Transportation remains a critical component of Nevada's economy. Transportation and warehousing employment opportunities are projected to constitute approximately 3.7 percent of the total future share of Nevada industry jobs. All transportation sectors anticipate growth over the ten-year time period as shown in **Table 2-23**.

The state's productivity and competitiveness, nationally and internationally, depends heavily on the reliability and condition of the state's transportation infrastructure. Short- and long-term economic goals can be aided by reducing the cost of travel and by improving transportation infrastructure and systems. Infrastructure supporting rail services spurs external investments, such as businesses that tend to locate together to maximize efficiencies in supply and product shipments.



Table 2-23: Nevada Transportation Industry Employment Projections

Industry Title	2008 Employment	2018 Employment	2008 - 2018 Percent Change
Air Transportation	6,816	6,978	2.4%
Truck Transportation	7,591	8,332	9.8%
Transit and Ground Passenger Transport	13,718	14,901	8.6%
Scenic and Sightseeing Transportation	1,278	1,496	17.1%
Support Activities for Transportation	5,527	6,573	18.9%
Warehousing and Storage	9,220	10,017	8.6%

Source: NV Department of Employment, Training and Rehabilitation

Industrial development surrounding freight rail improvements can spur supportive service industries. An efficient rail system will help Nevada sustain the health, diversity, and productivity of the public lands. Nevada is the fifth largest gold producer in the world, and is responsible for 80 percent of US gold production. Reducing the monetary and time costs involved with building, using, improving, and maintaining the transportation system will help sustain stable economic growth across multiple Nevada industries.

Development amenities around passenger rail stations takes the form of mixed use, diverse and dense land uses suitable for urban dwellers. This development can maximize land productivity and help agencies reach optimal transit occupancy. This type of urban development has the ability to create areas of dense economic activity, which support the revitalization and investment goals of urban communities.

#### 3. Air Quality

The "transportation sector," which is broadly defined as an energy-consuming sector consisting of all vehicles whose primary purpose is transporting people and/or goods from one physical location to another, (including automobiles; trucks; buses; motorcycles; trains, subways, and other rail vehicles; aircraft; and ships, barges, and

#### Annual CO<sub>2</sub> Emissions, 2008

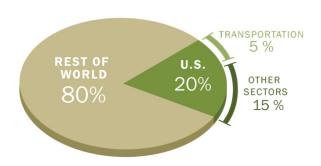


Figure 2-27: US Transportation Produces Five Percent of World Emissions of Carbon Dioxide ( $CO_2$ )

Source: US Dept. of Energy

other waterborne vehicles), plays a prominent role in regional and local air quality standards. Figure 2-27 shows that US transportation accounts for five percent of CO<sub>2</sub> emissions worldwide.

Nevada consumes over 268 million British Thermal Units (BTUs) of energy each year, equating to over \$3,360 per Nevada resident annually, according to the US Energy Information Administration. Carbon dioxide (CO<sub>2</sub>) emissions that the transportation sector's energy usage creates are mostly attributed to petroleum and partially attributed to natural gas. Mobile combustion includes all emissions from passenger cars and trucks, air, rail, and marine transportation, plus farm and construction equipment. Nitrous oxide emissions are sourced from stationary combustion, or consumption of energy for heat or electricity.

Several cities in Nevada have committed to join the "Clean Cities" coalition to work to reduce petroleum use. The coalitions, present in both Las Vegas and Truckee Meadows, are comprised of businesses, fuel providers, vehicle fleets, state and local government agencies and community organizations.

Investments in travel demand management strategies, idle reduction initiatives, and intermodal freight transportation improvements have the potential to utilize technologies to improve air quality within the state of Nevada. Intermodal projects are designed to improve efficiency of truck, rail, and marine operations by effectively connecting and coordinating between modes.

EPA previously classified parts of Clark County, including the Las Vegas Valley, as non-attainment in Particulate Matter (PM10) and Ozone (eight-hour standard); and Clark County began PM10 mitigation measures in 2004 to demonstrate attainment milestones. EPA made a determination in 2010 that the Las Vegas Valley is in attainment for PM10 and will redesignate the area with approval of the Maintenance Plan. Similarly, Clark County has submitted a Redesignation Request and Maintenance Plan for eight-hour ozone to EPA for redesignation to attainment.

The Truckee Meadows area in Washoe County, which includes the cities of Reno and Sparks, is designated non-attainment in PM10. The county submitted a Maintenance Plan in 2005 for reducing PM10 to gain redesignation to attainment.



#### 4. Land Use

Nevada's land mass covers almost 110,000 square miles, and serves a wide variety of industries, public land resources, and numerous urban and rural communities. The federal Bureau of Land Management (BLM) manages 68 percent of Nevada's land as public lands. Nevada has many important cultural resources, including historic roads, trails, railways, highways, and associated sidings and stations throughout the state.

Major destinations within the state of Nevada depend on a reliable and safe transportation system to maintain operations. Several major employers support regional and local economies within the state. Most of the state's largest employers are in the public sector, such as school districts, higher education institutions, and municipal administrations. Many cities and towns within Nevada also serve as the economic activity centers for surrounding smaller communities. The most populous counties include Clark, Washoe, Carson City, and Douglas, which include the cities of Las Vegas, Reno, Carson City, and Gardnerville Ranchos, respectively.

The 2010 Census shows Nevada's population has reached 2.7 million people, of which 77 percent live in an urban setting, see **Error! Reference source not found.**. Future growth trends in



Figure 2-28: Nevada Total Population (Census 2010)

population and employment will continually require additional investments in infrastructure and services to meet the growing population demands.

Transit Oriented Development (TOD) is development associated with passenger rail and transit station areas.

The compact urban TOD incorporates a mix of land uses, including residential and commercial activities. Station areas reinforce the importance of multimodal transportation, including transit, pedestrian, and bicycle travel. Several Nevada cities have begun to incorporate TOD into the planning process of land use development, including Reno, Las Vegas, North Las Vegas, Sparks, and Henderson. Planning for TOD before high capacity transit is implemented ensures that communities attain the full value of any future transit investment.



#### 5. Energy Use

The US Energy Information Administration found that the transportation sector's consumption of energy in 2010 exceeded residential- and commercial-sector consumption with 28 percent of total consumption, as shown on **Figure 2-29**. Unlike other sectors, the transportation sector's energy consumption is mostly attributed to one energy source, petroleum. Reliance on a single energy source can cause an unpredictable and unmanageable environment for future transportation investments. The transportation sector uses 13.5 million barrels per day and is the only sector in which reliance on petroleum has increased in the past 60 years. The majority of petroleum consumption can be attributed to motor gasoline; other major products include distillate fuel oil and jet fuel.

Nevada consumes about 286 million BTUs of energy per capita each year, ranking the state 40<sup>th</sup> in consumption in the US. The transportation sector consumes approximately 215,000 billion BTUs of energy each year, or 0.8 percent of transportation energy usage nationwide. The state consumes approximately 46 million barrels of petroleum on an annual basis, which represents a 0.7 percent share of total US petroleum consumption. While petroleum consumption is low, jet fuel consumption is disproportionately high, in part because of demand from airports in Las Vegas, Reno, and at air bases.

Renewable energy development for solar and geothermal energy is growing in prominence. Nevada has established a renewable portfolio standard that requires 25 percent of its electricity to come from renewable sources by 2025.

Regional planning organizations and agencies envision integrated transportation and land use planning as a primary strategy to reduce transportation energy usage in the long term. Nevada's economic growth, and specifically, casino resort development and its associated uses, demand more energy. Current land use and development patterns throughout Nevada's urban areas require an increase in the number and length of vehicle trips. The state and regional agencies can affect energy consumption by reducing demand and by reducing passenger miles through land use planning and telecommuting. Effective transportation policies combined with effective land use policies can reduce automobile travel and shift traffic to more efficient modes. Using existing mass transit and commuter travel systems and building compact development can result in fuel savings for the individual and for agencies.



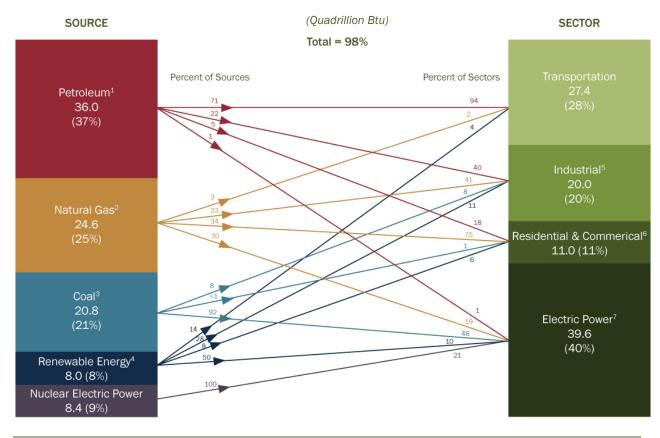


Figure 2-29: Primary Energy Consumption by Source and Sector, 2010

Source: US Energy Information Administration/Annual Energy Review, 2010, Tables 1.3, 2.1b-2.1f, 10.3, and 10.4

Notes: Primary energy is energy in the form that it is first accounted for in a statistical energy balance, before any transformation to secondary or tertiary forms of energy (for example, coal is used to generate electricity). Sum of components may not equal total as a result of independent rounding.



<sup>&</sup>lt;sup>1</sup>Does not include biofuels that have been blended with petroleum – biofuels are included in "Renewable Energy."

<sup>&</sup>lt;sup>2</sup>Excludes supplemental gaseous fuels.

 $<sup>^{3}\</sup>mbox{lncludes}$  less than 0.1 quadrillion BTU of coal coke net exports.

<sup>&</sup>lt;sup>4</sup>Conventional hydroelectric power, geothermal, solar/PV, wind, and biomass

<sup>&</sup>lt;sup>5</sup>Includes industrial combined-heat-and-power (CHP) and industrial electricity-only plants.

<sup>&</sup>lt;sup>6</sup>Includes commercial CHP and commercial electricity-only plants.

<sup>&</sup>lt;sup>7</sup>Electricity-only and CHP plants whose primary business is to sell electricity, or electricity and heat, to the public. Includes 0.1 quadrillion BTU of electricity net imports not shown under "Source."

#### 6. Community Impacts

Nevada's 2.7 million residents have a diverse range of nationalities, races, and socioeconomic characteristics. The majority of Nevada's population is urban (76 percent) and white (56 percent). Twenty-seven percent of Nevada is Hispanic or Latino. Other minority populations residing in Nevada include African American (eight percent), Asian (seven percent), Native American (one percent), and Native Hawaiian (one percent).

Rail and transit investments in the state will result in both direct and indirect benefits. Effects on communities and concentrations of certain populations will need to be examined as individual projects advance to determine the level of impact and benefits of each project.

The median household income in Nevada is \$51,000 with the majority of Nevada residents making between \$75,000 and \$99,999, according to the US Census Bureau, see **Figure 2-30**. **Figure 2-31** shows that 22 percent of Nevada residents' income falls below the poverty line. That percentage increases to 24 percent in urban areas and decreases to below eight percent for rural residents. A total of 158,000 people are living below the poverty line in the state of Nevada.

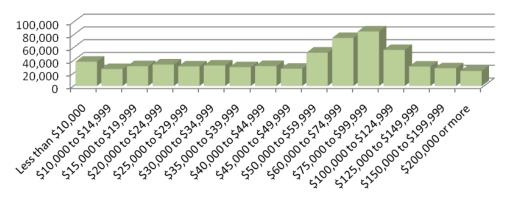


Figure 2-30: Median Household Income in the Past 12 Months (Census 2010)



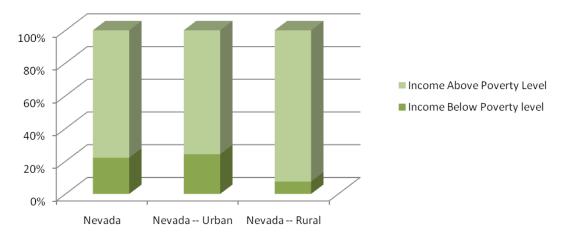


Figure 2-31: Nevada Poverty Classification by Setting (Census 2010)

Safety is one of the most tangible outcomes of creating a sustainable and effective state rail plan. FRA has jurisdiction for most rail safety rules and regulations. Nevada experienced a 58.8 percent reduction in train accidents from 2004 through 2007. The state consistently ranks the lowest in the nation in terms of incidents and fatalities, although the state suffered a single very serious accident in 2011. The existing rail safety program inspects four major categories: hazardous material, operating practices, track and motive power, and equipment.

Crossing safety can often be improved by adjusting the roadway network in the area around the crossing. Collisions and derailments can be avoided by implementing improved technologies, such as positive train control (PTC), light emitting diode (LED) signal systems, wayside detection systems, and automatic train stop systems, among others. PTC is a concept which allows trains to receive geographic information and safe movement authorities; this technology allows computer systems to override human works in emergencies. PTC user benefits include increased fuel efficiency and locomotive diagnostics. FRA requires this technology to be implemented for all Class I railroads and Amtrak by December 2015. Additionally, NDOT can work with Nevada Operation Lifesaver to educate the public on the dangers associated with rail operations, particularly with at-grade crossings.



# Chapter 3: Passenger Rail Issues, Opportunities, and Potential Projects



# **Chapter 3 :** Passenger Rail Issues, Opportunities, and Potential Projects

Third parties outside of the current owner/operators of the rail lines in Nevada, have proposed making both conventional and high speed passenger rail improvements, as well as improvements in excursion rail facilities. Some of these proposals are suggestions for improvement; others are specific projects that are being advanced and funded both near- and long-term.

This section discusses passenger rail suggestions made as a part of developing this rail plan; and it also identifies those who are proposing to make improvements and describes their proposals and the current status of the proposals. **Figure 3-1** shows the corridors where these improvements are proposed in Nevada and adjacent states.

addressed as one component of a number of multi-state studies that are recently completed or currently underway; Chapter 5 Section B discusses these studies, which include a new north-south multi-state corridor, potentially incorporating passenger rail

(referenced in

Passenger rail is also



Figure 3-1: Passenger Rail Improvement Corridors



No exclusively commuter rail proposals are currently formulated for Nevada. Suggestions were presented during the development of this state rail plan to operate commuter rail between Reno and other northern Nevada communities, such as Sparks, Fernley, Fallon, and Carson City. However, discussions with UPRR have confirmed that the UPRR's Central Corridor does not have available capacity to accommodate additional passenger rail service. In other cases, the northern Nevada communities suggested to be linked, lack existing rail lines between them, which would probably make the cost of developing commuter rail service cost prohibitive. Such suggestions would require considerable additional study and development to establish their feasibility and cost-effectiveness.

A hybrid proposal, which includes some commuter service, has been proposed for the Las Vegas area and is discussed in the chapter's excursion rail subsection. The RTC of Sothern Nevada studied building a commuter rail line between Henderson and Las Vegas, involving parts of the same trackage included in the hybrid proposal, a number of years ago and encountered substantial community opposition. Bus service is now being explored to serve this potential commuter market.

#### A. Passenger Rail Issues and Opportunities

A wide-ranging stakeholder coordination and public outreach effort, fully described in **Chapter 6**, was used to identify the passenger rail issues and opportunities discussed in this chapter.

#### 1. Passenger Rail Issues

Reno, Winnemucca, and Elko in northern Nevada are the only cities in the state with passenger rail service. Amtrak connects these cities with Salt Lake City to the east and Sacramento to the west, as well as destinations farther east (Denver and Chicago) and west (San Francisco Bay area) as part of a cross-country operation known as the *California Zephyr*, which is operated on UPRR-owned trackage in Nevada.

Las Vegas, located in southern Nevada and the state's largest city, has not had any passenger rail service for some 15 years, since the long-distance *Desert Wind* Amtrak service connecting Las Vegas with Salt Lake City and Los Angeles was discontinued in 1997. Las Vegas has never had passenger rail service connecting with Phoenix; the two cities are not connected in a direct line by rail, nor by an interstate highway across the Colorado River.



Northern and southern Nevada are not connected by rail, nor by interstate highways, reflecting the state's historic development patterns and topography. (Amtrak-operated motorcoach connections to Reno and to Las Vegas, plus a few other smaller Nevada locations, provide limited bus in lieu of rail service.) Nevada does not fund any supplemental Amtrak service in the state.

The frequency of service in and out of the passenger-rail-served northern Nevada cities is limited to one train a day in each direction; and the availability of this limited service, extending five and a half hours across northern Nevada, occurs at unfavorable late-night early-morning times in Winnemucca and Elko, given their location in relation to the larger Reno and Salt Lake City markets.

Amtrak's PRIIA-required study of its *California Zephyr* service found in 2010 that only 30 percent of this route's trains operated on schedule. Amtrak's evaluation attributed delays on the route to speed restrictions, dispatching priorities, and right-of-way conditions. Single-track mainline operations with existing sidings east of Elko between West Wendover and Wells and west of Winnemucca to Reno can result in freight-passenger congestion and delays.

Amtrak's September 2010 PRIIA PIP study evaluated restoring *Desert Wind* service, noting a need to negotiate with host railroads and to secure federal capital and operating funds for the multi-state service. Unfortunately, the in-service freight line through Utah, which covers the bulk of the distance between Salt Lake City and Las Vegas, does not serve the more populated communities lying between these two large cities. Also, highway traffic on I-15 has historically been greater between Salt Lake City and St. George, UT, than to Las Vegas, suggesting less travel demand between Salt lake City and Las Vegas.

Improvements in the northern Nevada passenger rail stations in recent years and currently underway are enhancing passenger convenience and comfort, as well as accessibility for those with disabilities, although the split platform arrangement at Elko still leads to some passenger confusion.

Multimodal connections are generally available in the northern Nevada passenger-rail-served cities, although additional enhancements could be made, such as consolidated facilities for both intercity (between cities) and intracity (within the city) modes. Reno has all modal connections; its Greyhound station is about a half-mile from the Amtrak station. Its downtown intracity bus transfer center is only three blocks away from the Amtrak station, while rental car and taxi

service are available near the Amtrak station in downtown Reno. Elko's Greyhound station is located about a mile away from its Amtrak station; its intracity bus service stops about a half mile away, and rental car service is available at the airport; however, taxis are available 24 hours a day. Winnemucca's Greyhound station is located about a half mile from its Amtrak station; Winnemucca does not have intracity bus service or rental car availability, although the community does have 24-hour taxi availability. Consolidated multimodal transfer centers should be a goal for all Nevada cities to accommodate both intercity bus and rail service with intracity



Exhibit 3-1: Amtrak Locomotive

transit services in a single facility or adjacent facilities.

In summary, passenger rail service in Nevada is limited in scope, frequency, and availability. Schedule reliability impairs what limited service is available. Topography, distance between the larger potential passenger rail markets, and the location or

absence of existing infrastructure, as well as limited funding sources, are challenges. These challenges impair Nevada's ability to provide and grow passenger rail service with seamless interconnection with other modes of transportation to create a complete transportation system. These challenges affect providing service between in-state (Las Vegas and Reno) and larger adjacent-state cities (Salt Lake City, Phoenix, Los Angeles, and San Francisco), which offer the strongest potential passenger rail markets, as well as to smaller in- and out-of-state locations.

# 2. Passenger Rail Opportunities

Nevada has opportunities to grow passenger rail service near- and long-term. The appeal of the Las Vegas market, especially, is attracting the private sector to invest in both near-term conventional rail and longer-term high speed intercity passenger rail. As more persons are attracted to take rail between southern California and Las Vegas, Nevada's economy can grow as a result of additional trips; and reduced congestion on I-15, reduced energy consumption, and diminished air pollution will improve the environment. Long-term, a multimodal terminal to accommodate high speed rail connections, especially for Las Vegas, offers opportunities to enhance passenger rail service, providing local intermodal connectivity to travelers' final destinations. The US DOT extended the agency's designated high speed rail corridors to connect



the California High Speed Rail Corridor to Las Vegas on July 2, 2009, which provides federal funding eligibility for high speed rail projects linking southern California to Las Vegas.

In addition, an advocacy group is working to coalesce a western states high speed rail focus, involving both northern and southern Nevada and adjacent states, which FRA is currently studying. Furthermore, NDOT is beginning a multimodal multi-state transportation study, which will include consideration of intercity passenger rail connections.

Among the more significant opportunities discussed in this chapter and in Chapter 5 are the following:

- "X Train" is a privately-funded Las Vegas Railway Express Company project, which is proposed to provide themed-entertainment conventional passenger rail service between the Los Angeles area and Las Vegas, using existing rail lines, with service anticipated to begin in late 2012. (See **Chapter 3 Section B**, **Subsection 1**.)
- DesertXpress is a privately-advanced DesertXpress Enterprises, LLC project proposed to provide 150-mph passenger rail service on new right-of-way between southern California and Las Vegas with service anticipated to begin in 2016. (See Chapter 3, Section C, Subsection 2.)
- Developing a multimodal terminal to serve future high speed passenger rail in the Las
   Vegas area with other modes of transportation located into a single complex will require
   study to identify, conceptualize, and then preserve such a location, for example, the
   proposed Ivanpah International Airport. (See Chapter 3, Section C, Subsection 3.)
- The Western High Speed Rail Alliance (WHSRA) is focused on realizing long-term Intermountain West high speed rail opportunities as part of the US initiative to advance high speed rail. A future northern Nevada cross-state route, as well as a "Golden Triangle" connection (involving Las Vegas, Phoenix, and Los Angeles), are among the Alliance's interests, which are being explored in FRA's Southwest Multi-State Rail Planning Study of a regional rail planning model or guideline with national supporting data. (See Chapter 3, Section C, Subsection 1 and Chapter 5, Section B, Subsection 1.)
- NDOT is working on a multimodal framework study for what could become a new interstate highway and passenger/freight rail corridor between Mexico and Canada. This

study will be addressing intercity passenger rail service and infrastructure between Las Vegas and Phoenix, which is being evaluated at a macro level in FRA's Southwest Multi-State Rail Planning Study. (See **Chapter 5**, **Section B**, **Subsection 2**.)

Other passenger rail opportunities include proposed freight rail siding and related capacity improvements across northern Nevada, which can also improve on-time passenger rail service.

Excursion rail enhancements also present opportunities to advance the state's tourism and economic development. **Chapter 3, Section D** discusses Nevada Northern Railway, V&T, and Nevada Southern Railway opportunities.

# B. Conventional Passenger Rail

This section describes conventional passenger rail improvements proposed for northern and southern Nevada.

#### 1. Northern Nevada

Amtrak currently provides conventional passenger rail service in northern Nevada with its national-network *California Zephyr* line between Chicago and the San Francisco Bay area with Nevada stops in Elko, Winnemucca, and Reno. Amtrak has no plans to add stops in other Nevada cities at the present time. The state rail plan has elicited suggestions to enhance station facilities and operations and to expand service; these suggestions do not include cost estimates, schedules, or benefit/cost analyses (BCA). They are described below.

#### California Zephyr Improvements

- Improve passenger station facilities at Elko for the nocturnal service provided in cold winter weather. Add lighting, Americans with Disability Act (ADA) compliance features, intermodal connections, platforms, and measures to achieve a good state-of-repair.
- Address the considerable offset in access between the east- and westbound Elko platforms, which leads to passenger confusion and missed train connections in the middle of the night.
- Add stops to the California Zephyr at Fernley, Lovelock, Wells, and/or West Wendover, NV/Wendover, UT.



• Add sleeping cars to the *California Zephyr* train sets; add service between Reno and the San Francisco Bay area during the winter months as a more desirable means of transportation between these two cities, or add a second daily train in each direction to the *California Zephyr* service for the length of its Chicago-to-San-Francisco-Bay-area run.

Amtrak upgraded its Reno station as part of the ReTRAC project, which was completed in November 2005; Amtrak upgraded its Winnemucca station in 2011; and Amtrak is scheduled to upgrade its Elko station in 2012. Amtrak has several initiatives underway to bring all of its stations into ADA compliance, along with an initiative to improve station signage and information displays. The Winnemucca station work was focused on meeting ADA requirements and included parking spaces and pathways, a new unstaffed station providing a three-sided shelter, and a new platform. The Elko station work will include parking improvements, new concrete sidewalks, pathways, and curb ramps, new stairs with handrail, plus a new fence and guardrail, as well as new doors and hardware and repair of the existing platforms, including adding detectable warning strips on the platform edges and new signs on the platforms.

Additional improvements are currently being assessed to enhance passenger convenience at Amtrak's Elko facilities.

Adding stops would require a formal local or state request, an Amtrak evaluation of the revenue operating costs of adding the proposed stop(s), and the UPRR host railroad's evaluation of capacity effects on the line's throughput, including what additional capital costs may be required for improvements, such as mainline or siding, signal upgrades, or grade crossing improvements, to maintain the line's existing freight service level.

Amtrak's September 2010 PRIIA PIP presents Amtrak's proposed plan for improving the *California Zephyr*, including customer service, equipment inspections, and ADA access at stations. The PIP proposes to upgrade the *California Zephyr* to Premium Service, pending equipment availability; such service would require, at a minimum, an additional sleeping car and a dedicated First Class Lounge car.



Amtrak's comprehensive business plan calls for a consistent, sustainable annual fleet purchase plan to replace Amtrak's national fleet with new intercity equipment. In addition, Amtrak has entertained other options to enhance its *California Zephyr* service, including the Sparks Car Initiative, which would increase capacity between Emeryville, CA and Reno during the popular winter months. Extra cars would be added to the train for the Emeryville-to-Reno segment and the additional cars would then be detached in Sparks. However, the availability of extra cars and difficulties in being able to detach them in Sparks, given the track layout and freight traffic at the Sparks yard, have caused implementation of this initiative to be deferred.

Adding a second daily train to Amtrak's national-network *California Zephyr* service would require Congressional approval and funding, as well as host railroad capacity evaluations, which could be expected to result in costly rail improvements.

#### **Other Northern Nevada Improvements**

- Operate rail service on the Feather River Corridor between Reno and Sacramento in lieu of Thruway Bus service.
- Add service between San Francisco, Sacramento, Salt Lake City, and Reno during proposed 2022 Reno-Tahoe Winter Olympic games, if the Reno-Tahoe Winter Games Coalition's bid is successful.

Amtrak favors operating on the UPRR Overland Route and is not interested in operating on the Feather River Corridor. UPRR primarily uses the Feather River line with its gentler grade and much slower curved alignment to move heavier bulk commodities. Thus, neither the passenger rail operator nor the track owner is inclined to use the Feather River Corridor for passenger rail service. UPRR has no plans to take the Reno Branch out of service, which connects Reno to the Feather River Corridor; it has a number of industrial customers on this branch line and its curving alignment provides for system redundancy when a detour of UPRR's core route is necessary.

The Reno-Tahoe Winter Games Coalition is just beginning to prepare a bid for the 2022 Winter Olympic Games at the time of publishing this report; Nevada and the US would like to host the 2022 Winter Games. Other Olympic games held in the US have used passenger rail to move participants and athletes to the host city and to other cities with international airport connections and additional venues used to meet the demanding requirements of an Olympic



event. San Francisco, Sacramento, and Salt Lake City passenger rail connectivity could enhance the potential of these cities to supplement a Reno-Tahoe bid. Further study will be required to determine the potential availability of passenger rail equipment in 2022 and the potential to use the privately-owned rail line to link these cities with passenger rail for the event.

#### 2. Southern Nevada

Two privately-funded proposals have been advanced to provide conventional passenger rail service between Las Vegas and Los Angeles. One is the "X Train," a proposed Las Vegas Railway Express Company operation, and the other is a similar project that the Pullman Palace Car Company, Ltd. is pursuing. These proposals grew out of a 2007 Southern Nevada RTC study that projected numerous passengers desiring to travel between the Los Angeles area and Las Vegas. Both increasing I-15 traffic congestion on the Los Angeles-to-Las Vegas Friday trip and on the return Sunday trip and increasing gasoline prices have reinforced the attractiveness of capturing some of this market with rail. UPRR operated a similar "Las Vegas Holiday" service between the two cities in the early 1960s on a Streamliner with an all-expense package, including meals with advanced coupon purchase and coach seat reservations.

In addition, the state rail plan has elicited interest in reviving conventional passenger rail service between Salt Lake City and Las Vegas, which was formerly provided as part of Amtrak's *Desert Wind* service between Chicago and Los Angeles until it was discontinued in 1997. One state rail plan respondent suggested reviving a late 1999 proposal to use tilt-technology equipment on the Las Vegas-Los Angeles leg of such service as a way to improve conventional passenger rail operating speeds.

The three conventional-rail southern Nevada proposals are discussed below. **Figure 3-2** shows the location of the proposed X Train and Pullman Palace Car Company services and the location of the former *Desert Wind* Service.

#### **X** Train

The Las Vegas Railway Express Company, developer of the X Train proposal, is a publicly-traded company, which is developing its themed-entertainment conventional passenger rail service with private funding. X Train is proposed to operate one train a day Thursday through Monday, initially with a 19-car consist, including 13 passenger cars and a capacity of 1,100 persons per train. First-year ridership is forecast at 237,000, which amounts to 2.6 percent of the 12 million persons who drive I-15 annually. X-Train is not targeting any of the air market. X Train looks to

grow the initial ridership, eventually offering up to eight daily trains Thursday through Monday with 40 round trips per week, bringing in excess of two million passengers per year from Los Angeles to Las Vegas.



Figure 3-2: Proposed Conventional Passenger Rail

X Train will contract with a licensed haulage company, such as Amtrak or other qualified company, to operate its trains on BNSF and UPRR mainlines between Fullerton, CA (28 miles from Los Angeles' Union Station) and Las Vegas. BNSF and UPRR will have final approval on the haulage agreement.

X Train executed a capacity planning agreement with UPRR and has completed capacity planning with UPRR to operate on UPRR's Cima subdivision. X Train has also completed capacity planning on the BNSF San Bernadino subdivision and the route up through the Cajon

Pass to the UPRR connection at Daggett, CA. Final UPRR and BNSF approvals are pending logistic details for the Daggett interchange.

The BNSF trackage is generally triple track and can readily accommodate the X train with a two-hour-10-minute operation between Fullerton and Daggett, CA. The generally single-track UPRR trackage for the 175.8-mile distance between Daggett, CA and Las Vegas is expected to take two hours and 46 minutes to traverse. The X Train company is working to negotiate an on-time performance provision to its agreements with the railroads so that delays, which often adversely affect passenger rail ridership in the US, will not affect X Train ridership.

X Train will operate non-stop from Fullerton, where Metrolink's train service converges, to Las Vegas. The Fullerton-to-Las Vegas service is estimated to take about five hours with the initial train anticipated to leave Fullerton around noon and arrive in Las Vegas at about 5 pm. The train consists could operate at a top speed of 79 mph with an average speed of 64-66 mph, based on X-Train modeling for the 80-mph track classification, which has about 100 speed restrictions along the total length. Long-term, once PTC is installed, X Train expects to be able to operate at speeds of 100 mph on its route.

Fullerton is the largest nexus of trains in southern California; and Metrolink, which handles 12 million riders a year, could be used to feed riders into one of three collection points for the X Train. Fullerton has extensive surface parking plus a 700-car garage, and the community is building a 1,100-car garage. The Fullerton city council supports the project and its redevelopment authority has worked to make its transportation center fit well with the proposed X Train service.

The downtown Las Vegas terminal is proposed to include long, narrow platforms to accommodate unloading 700 persons in 15 minutes with cabs, limos, and shuttle vans taking them to their destination hotels. Pre-bookings and on-board concierge communications are the methods that the X-Train proposal has programmed to permit the operation to handle the scheduled arrivals smoothly.

The initial roundtrip fare is expected to be relatively modest with additional revenue generated from ancillary bookings for hotels, shows, golf, spas, and transfers. The trains are anticipated to offer Wi-Fi and to provide a Las Vegas atmosphere with interior décor, uniforms, drinks available in each car, a sports bar, food by Mandalay Bay Resort celebrity chef Rick Moonen, and casino games, although no gambling for money will be permitted.

The X train has purchased equipment, and maintenance facilities have been programmed. The X Train anticipates beginning service as soon as late 2012.

#### **Pullman Palace Car Company Train**

Four individuals own the Pullman Palace Car Company, headquartered in Las Vegas, which is working to advance ten interrelated projects, including conventional passenger rail service between southern California and Las Vegas, using existing freight rail lines. The goal is to begin service in the first quarter of 2014 with a roundtrip train extending from Union Station in Los Angeles to an 11-acre site the company controls near the south end of the Strip in Las Vegas and return. This train is dubbed the City of Lights, is projected to require a capital investment of \$115 million, and to draw 390,000 passengers annually. Then in the first quarter of 2016, the company proposes to launch a second roundtrip train extending from its Las Vegas terminus to Union Station in Los Angeles and return. This train is called the City of Angels and is expected to draw an additional 390,000 passengers. Finally, in the fourth quarter of 2018, the company proposes to launch its third roundtrip train, the City of Dreams, extending from its Las Vegas hub to Disneyland in Anaheim at the Anaheim Regional Transportation Intermodal Center (ARTIC), which is expected to open in 2014, and return with possible intermediate service to San Bernardino and Riverside, CA.

The service will be scheduled for non-peak mid-morning departures and mid-afternoon arrivals, operating six days a week, Wednesday through Monday, at an average speed of 52 mph and making the trip in five hours each way. The company is interested to market a range of multiclass services comparable to a luxury cruise line experience, including amenities catering to the Asian market. The company expects to draw new riders to its service, rather than draw from those making the existing I-15 trip. The cost of the passenger service will be dynamic, based on the class of service and the demand. The 11-acre south Las Vegas Strip hub site is programmed to include a 20,000 sq ft terminal and 700 parking spaces, plus other commercial development.

The Pullman Palace Car Company proposes to operate the service itself rather than use Amtrak, although the company plans to engage a third-party contractor as operator, acceptable to the railroads on UPRR San Gabriel, BNSF Riverside, and UPRR Yermo-to-Las Vegas trackage. The company is also interested to upgrade 18 miles of Cima/Kelso track to facilitate the transition between the BNSF and UPRR tracks. The company intends to acquire new locomotives and to



acquire and refurbish former Atchison, Topeka and Santa Fe Railway Hi-Level cars with both short and long domes, plus single cars, to create 16 to 26-car consists.

The Pullman Palace Car Company proposes to privately finance its train service and is working to secure letters of introduction from prominent persons to begin negotiations with the railroads to discuss operating on their trackage between Las Vegas and Los Angeles.

#### Salt Lake City-to-Las Vegas Service

Amtrak provided Las Vegas and Caliente, NV with direct rail trips to Salt Lake City and Los Angeles until 1997 when Congressional budget cuts required Amtrak to discontinue its *Desert Wind* service. *Desert Wind* service ran daily between Salt Lake City and Los Angeles between 1979 and 1995, when the service was modified to extend to Chicago with only three-day-a-week service, and interlined with four-day-a-week *California Zephyr* service. Prior to the discontinuation, only a *Desert Wind* through coach and sleeping car extended east of Salt Lake City to Chicago. After the discontinuation, *California Zephyr* service was restored to daily operations between Salt Lake City and Emeryville, which had been provided before 1995. (Changes in Amtrak's *Pioneer* service, linking Salt Lake City; Boise, ID; Portland, OR; and Seattle, WA, mirrored those of the *Desert Wind*.) Southern Nevada has not had any passenger rail service since the elimination of the route.

Variations on *Desert Wind* service restoration could involve providing connecting train service at Salt Lake City, extending to Las Vegas and Los Angeles, or providing connecting train service at Salt Lake City, extending to Las Vegas and linking with timed transfers to and from the X Train or other proposed service in Las Vegas. However, requiring transfers can result in significant losses in ridership. Also, the two states would likely need to pay to provide the Salt Lake City-Las Vegas service under contract to Amtrak. If cost is based on line length in each state, the bulk of the cost would fall to Utah, where the state constitution prohibits using gas tax receipts for non-highway expenditures. Utah may also be disinclined to fund such service because the UPRR mainline between Salt Lake City and Las Vegas is located away from the more populated areas in Utah lying between the two cities. Historically, I-15 travel has been greater between Salt Lake City and St. George, UT, than to Las Vegas; and Salt Lake City's airport is a hub for Delta and Southwest airlines, so that Salt Lake City residents would not be inclined to go to McCarran Airport to catch a flight. In addition, the Las Vegas-Los Angeles leg of the original *Desert Wind* service garnered higher ridership than the Salt Lake City-Las Vegas segment, and providing

service between Las Vegas and Los Angeles would compete with the X Train or other proposed services.

UPRR uses its South Central Route between Las Vegas and Salt Lake City to handle traffic between Los Angeles and Salt Lake City, as well as to accommodate Sunset Route traffic shifts in response to construction/maintenance and weather or other conditions. UPRR continues to upgrade its Sunset Route since the merger with the SPTC in 1997, because the Sunset Route offers a more favorable route east than the South Central Route and has taken some traffic off the South Central Route, especially within the last four years. However, the South Central Route continues to provide a viable mainline function for the railroad, which the company is interested to continue.

Amtrak's September 2010 PRIIA PIP suggests restoring Chicago-to-Los Angeles *Desert Wind* service in the long term to complement the existing *California Zephyr* service, pending host railroad negotiations and securing capital and operating funding, which would be expected to require federal appropriations to cover capital costs for equipment, stations, and freight capacity analysis improvements, as well as to cover operating losses. If and when such conditions could be realized, states along the route could opt to provide supplemental support for the line similar to California's contract with Amtrak on the *Capitol Corridor* line.

# C. High Speed Passenger Rail

This section describes high speed rail proposals for northern and southern Nevada that are potential candidates for near- and long-term development. It also addresses the need for a multimodal passenger terminal at high speed rail destination Nevada cities. The just-initiated NDOT study of a multi-state multimodal corridor study, referenced in **Chapter 5 Section B**, will include consideration of rail service, which could potentially connect Las Vegas and Reno. Suggestions have been made to develop high speed rail between Las Vegas, Elko, and Boise, ID, among others that are not suitable as initial high speed rail projects because of the size of the markets to be served, the topography between the cities, the absence of existing rail or highway routes, etc.; and they are not discussed in detail here.



#### 1. Northern Nevada

WHSRA has proposed providing high speed rail service across northern Nevada linking Denver and Salt Lake City through Reno to San Francisco, which is discussed below. FRA's Southwest Multi-State Rail Planning Study, noted in **Chapter 5 Section B**, includes consideration of high speed rail in this corridor.

#### WHSRA Proposal

Four MPOs and a transit agency came together to establish WHSRA to address Intermountain West high speed rail needs. The five founding governmental entities are the RTC of Southern Nevada, the RTC of Washoe County, the Denver Regional Council of Governments (DRCOG), the Maricopa Association of Governments (MAG), and the Utah Transit Authority (UTA). WHSRA has worked with state officials, including NDOT, and with federal officials, including FRA.

Long term, WHSRA would like to see a high speed rail line linking Denver, Salt Lake City, Reno, and San Francisco. WHSRA acknowledges that the existing UPRR track between Reno and Sacramento would be difficult to negotiate at high speeds, notably the Donner Pass; and UPRR has significant capacity issues with this corridor. Widening the I-80 corridor through the mountains to accommodate high-speed rail would entail environmental issues. WHSRA has suggested that a lower plateau crossing, perhaps through Truckee, might be an alternative.

WHSRA takes the position that ridership, which varies between peak and non-peak, should not be the primary policy measure used to evaluate high speed rail. WHSRA suggests that other measures should be considered, such as, safety, quality of ride and stations, on-time performance delivery, interoperability, connectivity to other modes, and BCAs. Improvements in overall mobility and accessibility, as well as the value of additional transportation options could also be considered.

#### 2. Southern Nevada

The high population metropolitan areas, including Los Angeles, Phoenix, and Las Vegas, and the high traffic links in and out of southern Nevada, notably the Los Angeles-Las Vegas connection, have generated multiple proposals for high speed rail. **Figure 3-3** shows the most significant proposals. They include: DesertXpress, California-Nevada Interstate Maglev, and the Golden Triangle, which WHSRA has promoted and FRA has included in its currently-underway Southwest Multi-State Rail Planning Study, noted in **Chapter 5 Section B.** NDOT's just beginning



Multimodal Multi-State Framework Study, also noted in **Chapter 5 Section B**, will address potential high speed rail routes. WHSRA has also proposed linking Las Vegas with Salt Lake City and Denver.

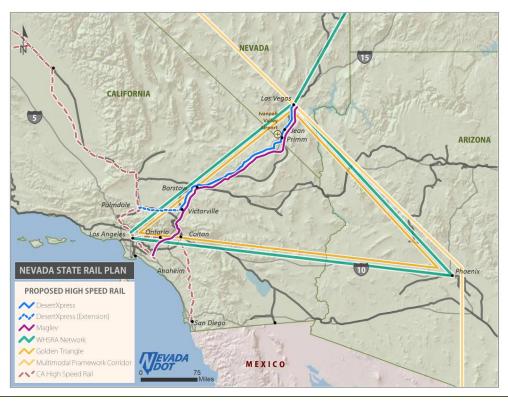


Figure 3-3: Proposed High Speed Rail

### **DesertXpress**

DesertXpress Enterprises, LLC, a private company, is advancing the DesertXpress (DX) project. DX involves building a new standard-gauge double-track passenger-only rail line without any atgrade crossings for the approximately 185 miles between Las Vegas and Victorville, CA. The alignment will be built largely within the very wide right-of-way of I-15 and operate at a top speed of 150 mph, using steel-wheel-on-steel-rail fully-electric equipment.

Electric Multiple Unit (EMU) train sets will be used because they are environmentally preferred and provide redundancy for DX operations where two steep grades occur on the alignment.

Radius curves of 8,000 ft will be incorporated into the design, which will eliminate the need for



tilt-train technology. Train suppliers currently engaged in DX's procurement process for equipment have agreed to meet FRA's Tier III guidance developed through the Railroad Safety Advisory Committee (RSAC). Similarly, DX will meet FRA track standards for operations above 125 mph, a draft rule for which was published in November 2011. Three substations will be used to power the line.

DX chose to operate at a top speed of 150 mph because this speed can comply with FRA trackclass service requirements; because it will reduce environmental effects and energy costs compared with higher speed operations; and because higher speeds, such as 200-mph operations, would only provide a marginal travel time savings in the one-hour-20-minute trip.

Building standard gauge track was chosen to be able to accommodate interoperability with California high speed rail equipment for a future connection at Palmdale, CA, which the California High Speed Rail Authority chose over a Grapevine option after additional study in January 2012. Palmdale will yield a connection to the Metrolink commuter rail system and station stops throughout southern California, as well as achieve fully interoperable high speed service with the California high speed rail network or upgraded Metrolink system.

DX chose Victorville as the southern California terminus because all the southern California freeways funnel into Victorville at I-15 in advance of the leg to Las Vegas. Extending the line west of the Cajon Pass would require significant right-of-way and displacements because the I-15 right-of-way is narrower and numerous interchanges would need to be negotiated in the populated parts of southern California. A total of 17,000 parking spaces are programmed at Victorville with structured and valet parking options, plus discussions with Caltrans have considered transit interface in Victorville.

Two Las Vegas station options are under consideration: a south station at Hacienda and Russell and a Central B station south of Flamingo Road. Hotel shuttles, taxis, RTC bus, and rental car connections will interface at whichever station is selected; and ultimately the private monorail company might also connect with the DX station.

DX has completed necessary environmental clearances for its Las Vegas-to-Victorville project. A project-specific environmental impact statement (EIS) has been signed and circulated, which addresses use of the interstate right-of-way and a project description that avoids any residential displacements. FRA signed the project's Record of Decision (ROD) in July 2011, and the STB issued a Certificate of Public Convenience and Necessity in October 2011, conditional on

implementing the 146 environmental mitigation measures included in the project's EIS. FHWA signed its ROD in November 2011. BLM executed its ROD in October 2011, and the agency executed a lease agreement with DX for the federal land needed to build DX in December 2011.

Environmental work has been initiated to address the future 50-mile-long Palmdale-to-Victorville DX extension. California's High Desert Corridor Joint Powers Authority (comprising San Bernardino and Los Angeles counties and the cities of Adelanto, Hesperia, Palmdale, and Victorville) passed resolutions in support of DX in May 2010 and June 2011.

The DX project is estimated to cost some \$6.5 billion. The EIS indicates that the forecasted ridership will be sufficient to cover operating expenses, debt service, and return on investment. DX submitted a Railroad Rehabilitation Improvement Financing (RRIF) loan application in 2010; the amount of the loan will be determined, according to FRA's financial review, and equity and additional debt will be used to cover any shortfall in project costs. RRIF is a federal loan program, which must be paid back; it requires National Environmental Policy Act (NEPA) clearance with state and local support, but it does not require that a project be included in the STIP. DX expects FRA's independent financial advisor hired to evaluate DX's application, including an investment grade ridership study, will complete its due diligence review in the second quarter of 2012.

The private company advancing the DX project projects that its high speed rail line will generate about 80,000 jobs, about half of which will be primary jobs and about half of which will be secondary jobs. DX anticipates beginning initial service in 2016.

### **California-Nevada Interstate Maglev**

The California-Nevada Super Speed Train Commission is working to develop a 269-mile-long high-speed magnetically-levitated (maglev) ground transportation system between Anaheim, CA and Las Vegas via Primm, NV and Barstow, Victorville, and Ontario, CA. The maglev technology could permit the Anaheim-to-Las Vegas trip to be made in about one hour and ten minutes, a significant savings over conventional rail. The Nevada State Legislature initially enabled the Commission in partnership with the state of California; California subsequently established its own state high speed rail authority, which action calls for a review of Nevada's original agreement. The Commission is in partnership with the American Magline Group (AMG), which is a joint venture of companies working to adapt and deploy the proven, German Transrapid maglev technology in the US.



Maglev is energy-efficient and environmentally-friendly with, for example, low noise levels and reduced air emissions. Maglev vehicles can accelerate quickly, climbing up to a 10-percent grade, and they provide good capacity. Maglev is considered very safe because it operates on an elevated guideway without grade crossings and its vehicles wrap around the guideway, thereby avoiding derailment. Maglev vehicles glide over the guideway, which avoids steel-wheel-on-steel-rail friction and requires fewer moving parts, thus reducing operating and maintenance costs and yielding higher operating speeds up to 300 mph. Maglev will probably need to await new FRA guidelines for its operation or try to secure a waiver from FRA for its proposed Tier III operations, because the distinctive maglev technology does not fit with FRA's focus on interoperability of Tier III systems on Tier I and II tracks at speeds below 125 mph.

Anaheim expects to open ARTIC at the end of 2014, which will provide a strong distribution and connecting hub for the California-Nevada Interstate Maglev in southern California. ARTIC will accommodate local and express buses, Metrolink and Amtrak passenger rail, and the future California high speed rail plus the Anaheim Rapid Connection (ARC); it will have good interstate highway and arterial roadway access.

The Commission has spent almost \$9 million in federal funding and \$2 million in local match to advance the maglev option over the years, which the Commission believes could permit it to complete an EIS and design work in 18 months to two years. The Commission proposed advancing construction of a 40-mile starter segment between Las Vegas and Primm at the stateline as an initial project. This segment would cost some \$1.8 billion and could provide a 12-minute trip, serving the proposed Ivanpah International Airport between Primm and Jean, NV, a project that is on hold because McCarran Airport retains adequate capacity in the current down economy. The Commission was designated to receive \$45 million in federal funding in the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) to complete an EIS and preliminary design on this starter segment; and AMG subsequently committed matching funds in April 2009, but the federal funds have never been awarded. While the federal funds have not been rescinded at this time, given multi-year delays in reauthorization of the federal transportation funding bill, no significant action has occurred on the project since 2005.

FRA earlier approved the project's investment-grade ridership study, which called for 40 million persons to ride the Maglev line based on \$110 roundtrip between Las Vegas and Anaheim, which the document indicates could generate sufficient revenue to cover operating expenses, debt service, and return on investment. The project corridor is estimated to create some

97,000 jobs and to require about \$45 million per mile to build for a total estimated project cost of some \$12 billion. An Export-Import Bank of China vice president signed a November 9, 2009 letter indicating the potential to loan the Commission \$7 billion, provided that the Chinese government approves the deal potentially using Chinese suppliers or contractors and that the US government guarantees the loan. Additional funding sources could include a combination of federal rail sources, such as Transportation Infrastructure Finance Improvement Act (TIFIA) funding, and/or equity along with state or local sources.

The project advanced a number of cooperative agreements with multiple state and federal agencies and secured numerous local government and citizen endorsements along its alignment, reflecting its extensive public relations efforts, since its franchise was issued in 1996 and the public-private partnership was established in 1997. However, even the visual presence of elevated California high speed rail options designed to reduce right-of-way takings, have proved very controversial when the details were presented to the public. More significantly, the project has not advanced significantly since its Nevada starter line stalled after federal funding for it was originally included in SAFETEA-LU in 2005. An estimated project completion date has not been published.

#### **Golden Triangle**

WHSRA is advocating building high speed rail between Las Vegas, Phoenix, and Los Angeles, referred to as the Golden Triangle. This proposal is being addressed in FRA's Southwest Multi-State Rail Planning Study, and the Las Vegas-Phoenix leg is being addressed in a new multi-state multimodal NDOT study, both of which are discussed in **Chapter 5 Section B**.

# 3. High Speed and Conventional Rail Passenger Terminals

Each Nevada community with Amtrak, Thruway Bus, or Greyhound service should work to develop consolidated multimodal transfer centers to accommodate both their intercity services and their intracity transit services. Presently, Stateline/South Lake Tahoe is the only community with intercity and intracity bus service located in the same facility (Primm has no intracity bus service). Elko, Winnemucca, Sparks, Reno, Las Vegas, and Laughlin could each benefit from collocating their Amtrak Rail and Thruway Bus, Greyhound, and local bus service, as appropriate, at a single venue to facilitate passenger transfers between modes.

WHSRA is interested to address the first and last 25 miles on high speed rail lines, which is where WHSRA feels that the European high-speed rail projects provide valuable lessons learned.



WHSRA has noted that the European projects initially did not accommodate adequate ticketing; did not provide for future expansion of lines in cities, such as Paris, Madrid, and Amsterdam; did not provide enough room for luggage and kiosks; and did not provide for adequate retail to address the volumes of users in the changing marketplace.

WHSRA is also interested both to have sufficient multimodal connectivity at proposed high speed rail stations and to see a policy developed to provide for the grade separations that will be needed to accommodate high-speed rail operations.

Properly locating a future high speed rail terminal will be important, notably for Las Vegas. WHSRA has expressed interest in locating such a facility at the international airport; however, McCarran spatial constraints limit its capacity to accommodate this type of facility. Another long-term possibility is the proposed Ivanpah International Airport with direct linkages to the Las Vegas Strip. The location and layout of this facility will need to be studied carefully so that it can effectively accommodate the needed multimodal components. Such a facility will also be needed in Reno in the long term.

#### **D. Excursion Train Facilities**

Three of Nevada's excursion railroads have expansion plans, which are discussed below. The Nevada State Railroad Museum in Carson City does not have current plans for expansion. In addition, the Pullman Palace Car Company proposes to use some of the same trackage that the Southern Nevada Railway proposes to use in Henderson; and its hybrid proposal is also discussed below.

### **Nevada Northern Railway**

The Nevada Northern Railway Museum and the White Pine Historical Railroad Foundation, which operates excursion trains in northeast Nevada, propose to rehabilitate the four miles of trackage from McGill Junction to McGill Depot in the near term and operate its McGill Junction Route on this extension. See **Figure 3-4**. Reopening the closed US93 at-grade crossing between McGill Depot and McGill Junction will require an evaluation of its traffic implications and inclusion of appropriate grade-crossing protection. An alternative one draft state rail plan reviewer suggested to avoid crossing US93 at the "Club 50" crossing and at the currently-paved-over Poleline crossing at McGill Junction, plus other at-grade street crossings near McGill Junction, is to extend the museum's existing "Hi-Line" about two miles on the abandoned roadbed into the mill site and depot.

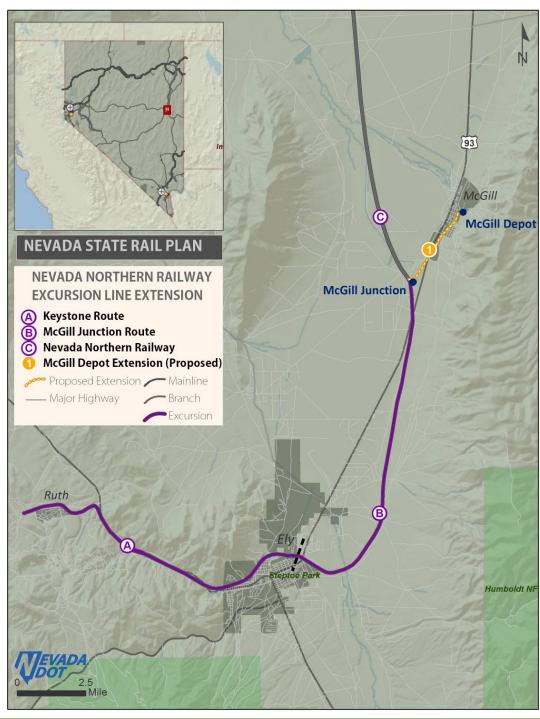


Figure 3-4: Nevada Northern Railway Excursion Line Extension



#### **V & T Railroad Company**

The V&T Railroad Company, which operates excursion trains in western Nevada, plans to extend its Sisters in History Route about five miles to the east side of Carson City. The company's Drako Way option is the currently preferred route, although other options have been considered, including both a Detroit Way terminus and an interim Flint Drive station site, all of which connect close to US50. The new service will include refurbished steam engines and passenger cars, plus updated stations along the route. **Figure 3-5** shows the planned extension. Long term, the V&T would like to connect closer into downtown Carson City, possibly with the Nevada State Prison grounds located about six and half miles away at 3301 E. 5<sup>th</sup> Street on the east side of Carson City, as an advocate suggested for turning the recently-closed prison into a museum. Such a connection would require evaluating alternate alignments, involving additional river crossings and environmental documentation, plus funding.

#### Nevada Southern Railway - Henderson

A grade separation structure over US93 will be built as Package 5 of Phase 1 of the Boulder City Bypass project, which will make the Nevada Southern Railway more visible (similar to the V&T overpass of US50). This improvement at Railroad Pass will also permit extending the Nevada Southern Railway operation about seven miles on the existing city of Henderson-owned trackage from US95 to the Fiesta Hotel at the UPRR-owned BMI Branch trackage. Providing a train platform, shelter, parking lot, and run-around track at the Fiesta Hotel will permit the Southern Nevada Railway to operate out of Henderson with Boulder City as the destination, creating a more attractive tourist package closer to the Las Vegas market (see **Figure 3-6**). Tourist train traffic will need to be coordinated to maintain existing UPRR freight operations on the city of Henderson trackage.

### **Pullman Palace Car Company Punter Train**

The Pullman Palace Car Company proposes to establish a public private partnership (P3) with Henderson, Boulder City, Clark County, the state of Nevada, and the company to develop and operate a hybrid commuter-tourist train, (as well as a nightly luxury dinner train), between Las Vegas, Henderson, Hoover Dam, and Boulder City. This proposed service, called the Punter, would operate 12 hourly trains a day seven days a week. It would use the full length of the BMI Branch, which UPRR, the city of Henderson, and the Nevada Southern Railway in Boulder City own, to the company's hub near the south end of the Strip.



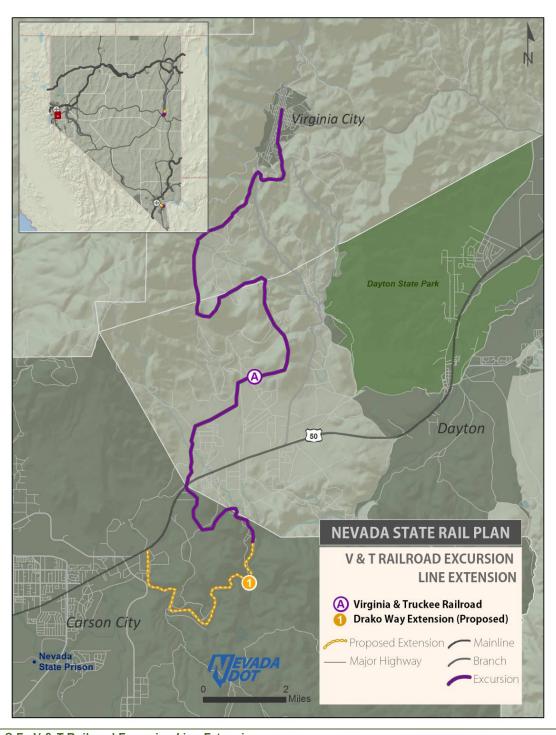


Figure 3-5: V & T Railroad Excursion Line Extension

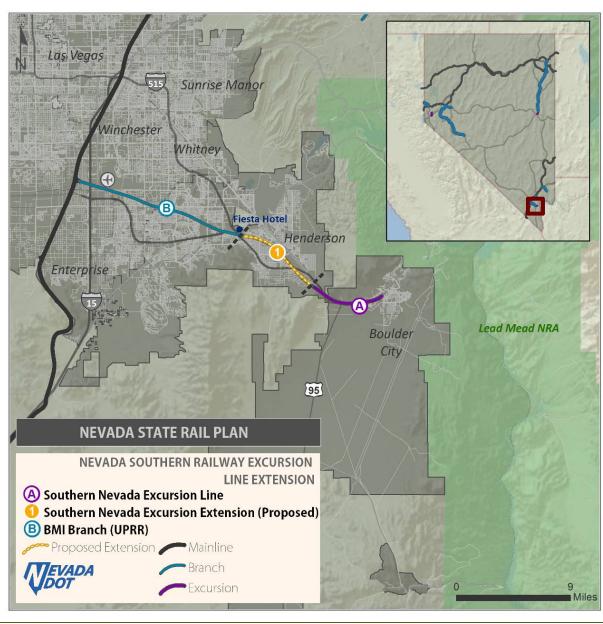


Figure 3-6: Nevada Southern Railway Excursion Line Extension



The company proposes to operate bi-level push-pull equipment, averaging 46 mph, to make the trip in 30 minutes each way with five-to-seven cars, accommodating 600-1,000 passengers. The company states that UPRR has indicated a willingness to assign its BMI trackage to the proposed P3, provided that UPRR will maintain freight rail access on the branch in perpetuity. The project's intent is to stimulate economic development along the line, which could include an industrial park, which may meet the state's needs for a downstate inland port. The company proposes to develop a rail maintenance facility on this line. Discussions among the proposed participants must advance to try to build a consensus for advancing this proposal, for which the company would consider using public funding.

# E. Summary of Passenger and Excursion Rail Projects

**Table 3-1** lists the future passenger and excursion rail projects suggested during the development of the state rail plan from the stakeholders, in the public meetings, from the website and survey comments, etc. These projects are grouped under the headings of conventional passenger rail, high speed rail, and excursion rail. Each project is briefly described under the heading of status description, which yields a check mark in one of four columns: further study needed; implementation issues; contact RR (UPRR/BNSF) directly (used for freight rail projects); or advance to the evaluation matrix. These boxes are checked as follows:

- Further study applies to a number of preliminary concepts or suggestions that have been offered, which will require further study to define or advance a project for evaluation.
- Implementation issues typically apply to projects that have been studied and may be on hold or are not ready to advance at this time.
- Contact (UPRR/BNSF) RR directly is applicable to requests for additional or different freight rail service for industry; these shippers and potential shippers should begin by contacting the railroads directly to discuss their shipping needs. (This box is used and further discussed in **Chapter 4**.)
- The last entry, *Advance to Evaluation Matrix*, is for those projects that should be further evaluated for NDOT support, which are discussed in **Chapter 5**.



Table 3-1: Passenger and Excursion Rail Project List

Project	Status Description	Further Study Needed	Implementation	Contact RR Directly	Advance to Evaluation Matrix	
Conventional Passenger Rail						
1. Add passenger/commuter service in Reno, Sparks, Fernley, and Fallon	Commuter service on the main line would necessitate costly capital improvements to meet capacity requirements. Study needed to determine demand for service and to evaluate building new parallel track.	<b>√</b>				
2. Add commuter service between Carson City and Reno	A study needs to be commissioned to determine the demand for service.	✓				
3. Add commuter service between Boulder City/Henderson and Las Vegas	General public strongly opposed in previous study, bus service now being pursued, plus Pullman Palace Car proposal.		<b>√</b>			
4. Address passenger constraints at Elko <i>CA Zephyr</i> Amtrak facilities	Will require further study and coordination with Amtrak and UPRR.	✓				
5. Add <i>CA Zephyr</i> stops at Fernley, Lovelock, Wells, or W. Wendover, NV/Wendover, UT	Requires Amtrak benefit/cost evaluation and UPRR capacity analysis. Local support needed.	✓				
6. Add sleeping cars and second daily train to <i>CA Zephyr</i> between Reno and Emeryville, <i>CA</i>	Amtrak has studied and decided to defer implementation because of funding and equipment issues, which will require multi-state congressional coordination/funding.		✓			



Project	Status Description	Further Study Needed	Implementation	Contact RR Directly	Advance to Evaluation Matrix
7. Operate passenger rail service on Feather River between Reno and Sacramento in lieu of Thruway Bus	This rail route has a longer travel time than I-80 bus service and would necessitate significant capacity improvements. Also, Amtrak is disinclined to operate on this route and UPRR is not favorable.		✓		
8. Add service between Emeryville, Sacramento, Salt Lake City, and Reno during proposed 2022 Winter Olympic Games	Project concept is being considered as part of a potential bid for the 2022 event, which has strong support.				<b>√</b>
9. Support X-Train effort between Fullerton and Las Vegas	BNSF and UPRR in final negotiations. Project is close to construction and implementation.				<b>√</b>
10. Support Pullman Palace Car Company train proposals between southern CA and Las Vegas	Concept requires advancing negotiations with railroad companies, purchasing equipment, and funding	<b>√</b>			
11.Restore Desert Wind service between Salt Lake City, Las Vegas, and Los Angeles and use tilt- technology equipment	Recommended in Amtrak PRIIA report. Needs funding.		<b>√</b>		
12. Add north-south conventional passenger rail service between Reno and Las Vegas	NDOT's north-south multimodal multi-state study referenced in Ch. 5 Section B will consider this possibility for which the demand for service will need to be determined.	✓			
13. Add subway service in Las Vegas	Not an intercity passenger rail service to be addressed in the State Rail Plan.		<b>√</b>		



Project	Status Description	Further Study Needed	Implemen- tation Issues	Contact RR Directly	Advance to Evaluation Matrix
14. Develop consolidated multimodal terminals	A goal for each Nevada city with Amtrak Rail/Thruway Bus, or Greyhound and local bus service				<b>✓</b>
	High Speed Intercity Pas	senger Ra	il		
1. Develop high speed rail service between Boise, Elko, and Las Vegas	A study needs to be commissioned to determine the demand for service and where such a high speed rail line would be built.	<b>√</b>			
2. Add north-south high speed passenger rail service between Reno and Las Vegas	NDOT's north-south multimodal multi-state framework study referenced in Ch. 5 Section B will consider this long-term possibility.				<b>√</b>
3. Support WHSRA long- term proposal for high speed rail between Denver, Salt Lake City, Reno, and San Francisco	Project is currently being studied as part of FRA Southwest Multi-State Rail Planning Study.				<b>√</b>
4. Accommodate DesertXpress service between Las Vegas and Victorville, CA	Project is currently advancing, has gained environmental and STB approvals, and is in application review process for a federal loan.				✓
5. Accommodate California-Nevada Interstate Maglev between Las Vegas and Anaheim, CA	Total project is very costly, does not satisfy FRA interoperability goal, and would require potentially controversial encroachments in CA. Project has stalled since 2005 without significant advancement, losing key political support and failing to get federal funds released.		<b>✓</b>		



Project	Status Description	Further Study Needed	Implementation	Contact RR Directly	Advance to Evaluation Matrix
6. Support long-term Golden Triangle high speed service between Las Vegas, Phoenix and Los Angeles, as well as service between Las Vegas and Salt Lake City	Project is currently being studied as part of FRA Southwest Multi-State Rail Planning Study.				<b>✓</b>
7. Multimodal hub at Nevada high-speed intercity passenger rail termini, notably Las Vegas	This project concept needs to be advanced as part of developing high speed rail service to define an effective solution.				<b>√</b>
	Excursion Ra	il			
1. Rehab track and extend Nevada Northern Railway operations four miles between McGill Junction and McGill Depot	Nevada economic development/ tourism opportunity				<b>√</b>
2. Add excursion line between Reno and Truckee	Need approval of track owner	✓			
3. Extend the V&T about five miles to the east side of Carson City, plus refurbish equipment and update stations	Nevada economic development/ tourism opportunity				<b>√</b>
4. Extend Nevada Southern Railway operations on city of Henderson trackage and reorient service	Nevada economic development/tourism opportunity				<b>√</b>
5. Develop Punter commuter-tourist train between Las Vegas, Henderson, Hoover Dam, and Boulder City.	Proposal needs buy-in from proposed participants to create P3	✓			



# Chapter 4: Freight Rail Issues, Opportunities, and Potential Projects



# **Chapter 4 :** Freight Rail Issues, Opportunities, and Potential Projects

**Figure 4-1** shows the corridors where UPRR and other third-party freight rail improvements are proposed in Nevada and adjacent states. These improvements include projects scheduled to be accomplished over the next five years and projects to be completed in six to 20 years; no freight rail improvements beyond 20 years have been identified. BNSF does not currently have any proposed improvements scheduled in Nevada.



Figure 4-1: Proposed Freight Rail Improvements



This section also includes a discussion of rail-highway grade crossing improvement projects. In addition, a number of recently-completed or currently-underway multi-state transportation studies addressing freight rail shipments are discussed in **Chapter 5 Section B**, including inland port development.

# A. Freight Rail Issues and Opportunities

A wide-ranging stakeholder coordination and public outreach effort, fully described in **Chapter 6**, was used to identify the freight rail issues and opportunities discussed in this chapter.

# 1. Freight Rail Issues

Nevada is basically a pass-through state with 96 percent of its mainline freight rail traffic consisting of through shipments traveling to and from the coastal ports of California, as discussed in **Chapter 2**. Only some three percent of the freight on the mainlines in the state is shipped into Nevada as its destination (primarily, coal, clay, concrete, and chemical products); and only about one percent of the rail freight on Nevada's mainline tracks is shipped from Nevada to an out-of-state destination (primarily, chemical or allied products, intermodal, and non-metallic minerals), based on 2009 data.

Through-shipments have declined on the Feather River Corridor and increased commensurately on the Overland Route across northwestern Nevada through Reno, following tunnel notching in 2009 to accommodate double-stacked container shipments over Donner Pass in California. Through-shipments have declined across southern Nevada, as UPRR has upgraded and shifted traffic to the more favorable Sunset Route, south of Nevada, following the railroad's 1996 SPTC merger.

A single carrier (UPRR) owns and maintains all of the mainline trackage in Nevada; BNSF has trackage rights on about three-quarters of the UPRR mainline routes, including the right to serve some existing and all new customers. All UPRR mainline trackage in Nevada, with minor exceptions, is single track; however, the Overland Route and the Central Corridor are operated as one directional double main for the roughly 180-mile-long distance between Wells and Winnemucca with one track assigned eastbound traffic and the other assigned westbound traffic. The UPRR mainlines are Class 5 tracks, accommodating 70-79 mph operations on generally 133-136-lb rail, with extensive, but not exclusive, CTC operations.



Freight traffic on the UPRR mainline through Reno has increased from 15 to 18 daily trains to 20 to 25 following Donner Pass improvements in California and could eventually reach 40 daily trains, according a UPRR spokesperson quoted in the Reno Gazette-Journal (April 15, 2010). Noise and vibration associated with the increased traffic has brought calls from Reno-area residents to close some crossings and to create a "quiet zone," involving four-quadrant guard arm crossings and warning sirens at grade crossings, among other improvements that will permit train engineers to refrain from blowing their horns in these areas. The RTC of Washoe County is evaluating this issue.

Rail-highway grade crossings present a potential for crashes. Eliminating at-grade crossings is desirable wherever possible through closures, where the crossings are not needed, or with grade separations, where traffic warrants. Some vehicles, such as school buses are required to stop at every rail crossing, and at-grade train crossings require all vehicles to stop, leading to delays in traffic flow and air pollution. On the other hand, if grade separation structures are no longer needed because of changed rail operations, removing the structures can eliminate the cost of maintaining them. In addition, pedestrian track crossing structures can enhance pedestrian safety, such as the proposed Smith Center pedestrian crossing for Symphony Park in Las Vegas. The RTC of Southern Nevada has, as a matter of policy, been opposed to allowing new at-grade crossings of the UPRR mainline in Clark County.

Existing freight rail operations and infrastructure in Nevada suggest a few key freight rail issues:

- Mainline capacity and operational improvements in Nevada can enhance rail efficiency, thereby attracting shipments from interstate truck traffic to more energy-efficient and environmentally-friendly freight rail and to relieve traffic congestion, air pollution, and wear-and-tear on the state's interstate highways.
- Nevada, its industry, and its shippers can increase their efforts to tap the substantial, existing freight rail infrastructure to grow and diversify the state's economy and to create jobs.
- Nevada can continue to address grade-crossing safety, including eliminating rail-highway
  grade crossings, where possible, through closure and grade-separation structures. In
  addition, NDOT can work with Nevada Operation Lifesaver to educate the public on the
  dangers associated with rail operations, particularly at grade crossings.



### 2. Freight Rail Opportunities

Nevada has opportunities to grow freight rail service both near- and long-term. UPRR has a substantial capital investment in Nevada that is part of a multi-state corporate commitment to move freight across the western and mid-western states. UPRR has near- and longer-term plans to enhance its operations in Nevada, which the state can support. Similarly, regional, county, and municipal entities appreciate the potential of rail to grow industry and create jobs. Inland port development, involving freight rail, is a state economic development initiative. All parties agree that enhancing rail-highway grade-crossing safety is important.

UPRR monitors and controls its rail traffic from the Harriman Dispatch Center in Omaha, NE. Manual on Uniform Traffic Control Devices (MUTCD) Section 8B.18 Emergency Notification Sign (I-13) requires posting a unique crossing identifier and the emergency contact number at each highway-grade crossing. Similarly, highway transportation and traffic management centers (TMCs), such as the RTC of Southern Nevada's Freeway and Arterial System of Transportation (FAST), should maintain communication with UPRR.

Among the more significant opportunities discussed in this chapter and in Chapter 5 are the following:

- UPRR proposals to add sidings, upgrade the Weso crossover, and add CTC technology along its Nevada mainlines; and a UPRR proposal to advance a second track upgrade to CTC on Donner Pass in California. (See Chapter 4, Section B.)
- Third-party proposals to modify and upgrade freight rail service, notably in White Pine County and at Fallon. (See Chapter 4, Section C.)
- The state's inland port initiative is discussed in Chapter 5, Section B, Subsection 2.
- State rail-highway grade crossing improvements are discussed in Chapter 4, Section D.

# **B. UPRR Planned Improvements**

UPRR has a number of capital improvement projects now underway or programmed for its Central Corridor in northern Nevada, based on discussions held with the railroad.

UPRR is now advancing Nevada subdivision siding improvements. The Sparks run-through improvements, completed at the end of September 2011, permit fluidly removing distributed power unit locomotives at the Sparks yard and enhance CTC crossover capability between mainline Tracks 1 and 2. These extra locomotives are not needed on the rest of the eastbound

trip, but are needed to assist trains traveling over Donner Pass. (Distributed power units, DPUs, are locomotives placed intermittently in the middle or end of the train and remotely powered from the lead locomotive to assist in getting over significant grades, such as the Donner Pass.)

Elko run-thru improvements include: Phase 1—mainline fueling in both directions for four trains with four separate fueling locations, which was finished in October 2011; and a follow-on Phase 1a: more power-operated switch machines, scheduled to be completed in future years.

UPRR has programmed Phase I Nevada sub sidings in 2013 between Winnemucca and Sparks, involving extending the Patrick siding as a first priority to provide 10,000 feet of clear storage capacity for trains to pass, and constructing a new siding at Rose Creek. These siding extensions do not involve any at-grade highway crossings. Other future UPRR projects include upgrading the Weso crossover to increase speeds from 20 to 50 mph with remote-operated power switches within the next five years. Phase 2 sub sidings are programmed beyond five years and include constructing Oreanna and Valery and extending Massie, as well as providing CTC at Elko with crossovers.

In addition, UPRR is interested in two future projects in California. One is Donner Pass Phase 2: improving the Donner Pass crossing by notching all of the remaining un-notched tunnels and adding more crossovers, CTC, and a second main track. The second involves expanding an intermodal yard at Lathrop, CA, south of Stockton in the first quarter of 2012; a draft environmental impact report (EIR) has been prepared for these intermodal yard improvements.

# C. Third-Party Freight Rail Proposals

Several northern and southern Nevada counties would like to see rail improvements to advance economic development for their communities. In addition, a number of miscellaneous freight rail suggestions were made; and a series of shippers and potential shippers have raised issues about service. These various proposals are discussed below.

# 1. White Pine County:

White Pine County would like to provide rail service for its existing Robinson Copper Mine, which currently ships by truck, and for its two start-up mines (Midway Gold's project and the Victoria mine near Currie), as well as be able to ship inbound loads of fuel, limestone, mill balls, and other mining supplies. Freight rail shipments can eliminate heavy ore truck usage, notably in Ely



at the Junior High School, improving public safety, and can reduce roadway deterioration. The County would like to improve its line for freight service as shown in **Figure 4-2**.

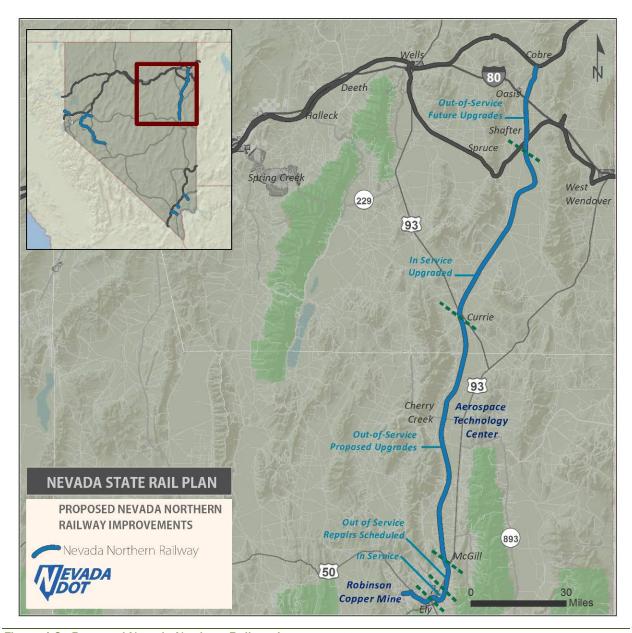


Figure 4-2: Proposed Nevada Northern Railway Improvements



The County has a donation of 150,000 pounds of ballast, which could be applied to rail improvements. Needed rail improvements include raising some low areas of track, rebuilding culverts, and uncovering the rail line at US93 in Currie, which the County would like NDOT to rectify. The County estimates that \$40-50 million will be required to address its rail needs.

In addition, White Pine County is interested to gain jobs associated with the renewable energy sector and space aviation/aerospace technology and feels that rail improvements on the Nevada Northern Railway are needed to capture the economic development. Future plans for the Cobre-to-Shafter segment include hauling earth fill materials and shipping copper from the mine.

# 2. Nye et al Counties

Nye, Lincoln, and Esmeralda counties covering the Caliente corridor and Nye, Esmeralda, Mineral, Lyon, and Churchill counties for the Mina Corridor have expressed interest in gaining rail access to move nuclear waste to Yucca Mountain and to ship other freight in the counties. The November 2007 "Rail Transportation Economic Impact Evaluation and Planning Study for the Caliente and Mina Corridors" final report describes the economic gains that could result with the rail improvements. However, the stated policy of Nevada and the federal government at this time is opposed to transporting high-level waste and spent nuclear fuel to a geological repository at Yucca Mountain. Thus, this project is not being advanced in the Nevada state rail plan.

# 3. Miscellaneous Freight Line Changes

A number of suggestions for changes in freight rail lines were received during the development of the state rail plan. Sparks officials suggested expanding or relocating the Sparks yard, although this facility is adequate for UPRR's needs and the railroad has no need to relocate the facility. UPRR's operations are not constrained at the existing Sparks facility; the Sparks yard is not a destination for intermodal shipments, which are through movements; and trains are not refueled at the Sparks yard. In addition, UPRR has invested in the yard with electronic fencing and other improvements and would not be interested to move the facility much farther east, which would add grade and affect the crew change location and requirements on this route. A site-specific location and an identified funding source to pay for the relocation would be needed before this suggestion could advance.

Similarly, a suggestion was presented to relocate the transload facility out of Fallon to an industrial park on the west side of town and abandon the seven-to-eight miles of 10-mph

branchline operations extending into Fallon. This change is generally agreeable to the only user at the end of the line; to the UPRR, which will gain operational efficiency; and to the community, which will eliminate a half-dozen or more at-grade crossings in close proximity to US50, improving circulation and development potential in town. A funding source has yet to be identified to pay for the change, which was first advanced a number of years ago. FHWA is amenable to participating in the cost of closing the at-grade crossings in Fallon.

A transload facility could be developed in Wabuska (11 miles from Yerrington), or shipping facilities could be developed in Silver Springs, CERC in Fernley, Hazen, or Schurz, NV to meet the needs of the Nevada Copper Corporation. The company is considering shipping up to 450,000 tonnes of copper concentrate per year from the Pumpkin Hollow Mine in Yerington via the UPRR to a West Coast port, beginning in 2013.

A suggestion from a Carlin resident for UPRR to dispose of apparently unused property in the center of Carlin will require additional study. The ReTRAC project in Reno required Congressional approval because it involved railroad property involved in the original transcontinental railroad, which might similarly complicate a change in Carlin.

The Reno-Stead Airport, a reliever airport for the Reno-Tahoe International Airport, has US395 access and an on-site UPRR spur, which could readily serve key sites within the most-developable of the 3,000 acres that the Airport Authority has available for third-party development. Such development is compatible with the Airport Authority's Regional Center Plan and with the Reno Master Plan, which designates the site as an emerging employment center. The site might also be a candidate for the state's inland port initiative, referenced in **Chapter 5**, **Section B**, **Subsection 2**.

The Pullman Palace Car Company has proposed developing a 10-million-cubic-foot rail- and truck-served automated 50,000-pallet frozen, cold, and dry storage facility in Las Vegas, called Railport Las Vegas. This facility would be served from the UPRR's South Central Route and BMI Branch and located adjacent to the company's proposed passenger rail hub alongside I-15 near the south end of the Las Vegas Strip. The company estimates that this proposed facility could add 60 railcars daily to the underutilized South Central Route. The Pullman Place Car Company will need to develop its on-site rail access in agreement with UPRR to effect this proposed terminal.



# 4. Freight Rail Shipping Improvements

A number of respondents to the state rail plan survey expressed interest in gaining new or improved shipping services in northern and southern Nevada for their products. These current and potential freight rail shippers should first contact UPRR or BNSF directly. UPRR, for example, is working with the developer on rail service for the Fernley industrial development.

UPRR classifies access on its rail lines, much like roadway classifications, as allowable, controlled, or restricted, depending on the line's traffic. The classification provides industry access guidelines. UPRR has a committee, which meets every two weeks, to review industrial service requests. Also, UPRR markets door-to-door service, using trucks to ship to and from rail. Customers can find information in the "Industrial Development" section of UPRR's website at: <a href="http://www.uprr.com/customers/attachments/industry\_guidelines.pdf">http://www.uprr.com/customers/attachments/industry\_guidelines.pdf</a>.

Additionally, BNSF provides competitive freight shipping services in northern Nevada and may also be contacted with potential shipping requests at: <a href="http://www.bnsf.com/customers/how-can-i-ship/">http://www.bnsf.com/customers/how-can-i-ship/</a>.

NDOT may be able to assist a shipper if additional service is needed.

# D. Rail-Highway Grade Crossings

The NDOT Railroad Safety Program contained 412 public crossings in its railroad database in 2011, of which 131 are public grade-separated crossings and 281 are public at-grade crossings, of which 151 are active and 130 are passive crossings. Active crossings are those that are equipped with crossing signals to detect the presence of trains and activate lights, alarms, and often gates, whereas passive crossings are marked only by stationary signing, such as crossbucks. One third of these public crossings is fully inventoried every year so that all crossings are evaluated every three years per FRA guidelines. While a few at-grade crossings have been closed in recent years, notably in downtown Reno and Las Vegas, these closures do not represent a significant trend in the total number of crossings in the database.

Nevada had an average of 2.6 highway-rail incidents in each of the last five years (2007-2011) on its rail lines, according to FRA's Office of Safety Analysis. These incidents involved an average of less than one injury per year, except in 2011 when a single incident, involving a vehicle running through a grade crossing in a remote area and hitting an Amtrak train, caused



six deaths and 101 injuries, FRA inventories a total of 523 public (284), private (234), and pedestrian (five) at-grade highway-rail crossings in Nevada.

Nevada receives about \$1.1 million annually in Federal Railroad Safety Improvement Program funding, half of which is applied to hazard elimination and half of which is applied to signal improvements to achieve MUTCD compliance. The projects can be funded with up to 90-percent federal Section 130 funding with a minimum match of ten percent local funding. UPRR funding is applied for the local match; the state does not contribute to the capital cost of the grade-crossing improvements.



Exhibit 4-1: UPRR Locomotive

UPRR accomplishes some rail crossing improvements without waiting for Section 130 funding. Some 99 percent of the state's public crossings are located on UPRR owned or operated lines; the museum lines, the Truckee industrial spur east of Sparks, the Hawthorne Army Depot line, and the Pabco Gypsum Branch are among the few exceptions. UPRR rail-highway grade crossing project areas of consideration include:

- 1) siding extension projects, which involve extending a siding through an existing grade crossing and a need to eliminate the crossing;
- 2) elimination of existing crossings within the limits of existing siding tracks;
- 3) upgrade of existing pre-emption crossings; and
- 4) parallel roadways, which result in reduced storage at crossings.



Projects are selected each fall, based on annual inspections and regularly scheduled evaluations. NDOT's Railroad Safety Coordinator conducts the inspections, involving NPUC, railroad representatives, municipal officials, and district-level highway personnel in northern and southern Nevada.

Five rail-highway grade crossing improvement projects are currently approved for implementation during FY2011; they are shown in **Figure 4-33**, along with additional locations discussed below.

Additional rail crossing issues surfaced during the preparation of the state rail plan in addition to the above-described NDOT Railroad Safety Program projects, as follows.

Fernley has suggested that grade-separated crossings of the UPRR mainline in town for Main Street and for the Nevada Pacific Parkway would be desirable. These suggestions will require additional study to define the need and to identify funding.

FRA's Office of Safety Analysis data shows an average of 2.8 deaths and 3.4 injuries have occurred in each of the last five years (2007-2011) as a result of persons trespassing on railroad property in Nevada. Children have been trespassing across the UPRR mainline track near the new Arden School in Las Vegas; no roadway crossing is located at the school so the location is not part of the state's rail-highway crossing program. A proposed solution to build a grade-separated crossing one-quarter mile away at Cactus Road has been delayed with the economic downturn. Nevada Operation Lifesaver has been made aware of this problem so that the organization can educate the Arden School children about rail safety, especially until a grade separation can be built.

Long term, the Wyoming and Oakey crossing in downtown Las Vegas is currently programmed for grade separation as part of the Project Neon I-15 improvements, which have an approved ROD and are programmed for implementation by 2030. Las Vegas has recently suggested building another grade separation structure nearby as part of connecting the Grand Central Parkway with Industrial Road; the Wyoming traffic could be diverted to this structure and then the Wyoming and Oakey crossing should be closed.



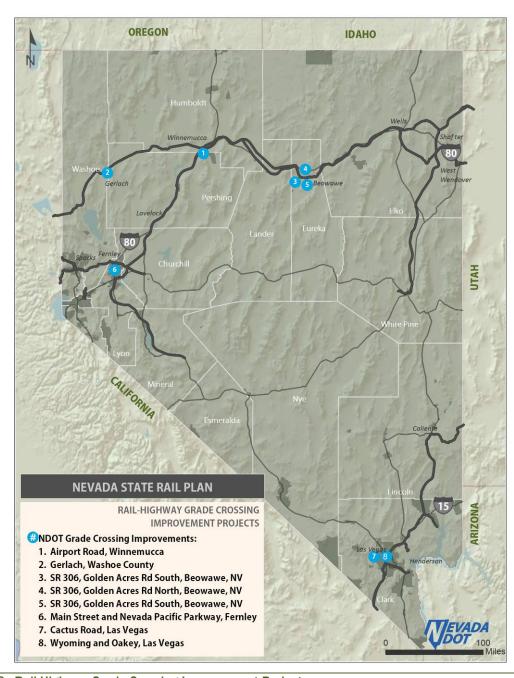


Figure 4-3: Rail-Highway Grade Crossing Improvement Projects



# E. Summary of Freight Rail and Grade Crossing Projects

**Table 4-1** lists future freight rail and rail-highway grade crossing projects suggested during the development of the state rail plan from the stakeholders, in the public meetings, from the website and survey comments, etc. These projects are grouped under the headings of freight rail and rail-highway grade crossings. Each project is briefly described under the heading of status description, which yields a check mark in one of four columns: *further study needed*; *implementation issues*; *contact RR directly*; or *advance to the evaluation matrix*. These boxes are checked as follows:

- Further study applies to a number of preliminary concepts or suggestions that have been offered, which will require further study to define or advance a project for evaluation.
- Implementation issues typically apply to projects that have been studied and may be on hold or are not ready to advance at this time.
- Contact (UPRR and BNSF) RR directly is applicable to requests for additional or different freight rail service for industry; these shippers and potential shippers should begin by contacting the railroads directly to discuss their shipping needs (see **Section C.4** above).
- The last entry, *Advance to Evaluation Matrix*, is for those projects that should be further evaluated for NDOT support, which are discussed in **Chapter 5**.



Table 4-1: Freight Rail and Grade Crossing Project List

Project -	Status Description  Freight Rail	Further Study Needed	Implementation Issues	Contact RR Directly	Advance to Evaluation Matrix
Northern and southern     Nevada inland port     projects	Project is currently being studied.				<b>√</b>
2 Phase 1 Nevada sub sidings between Winnemucca and Sparks—extend Patrick and add Rose Creek	Project on UPRR list of future improvements.				<b>√</b>
3. Upgrade the Weso crossover from 20 to 50 mph with power switches	Project on UPRR list of future improvements.				A manage
4. Advance Phase 2 UPRR Nevada Sub sidings - construct Oreanna and Valery; and extend Massie	Project on UPRR list of future improvements.				✓ V
5. Add Elko CTC-UPRR Phase 2	Project on UPRR list of future improvements.				✓
6. Replace second track and upgrade to CTC on Donner Pass in CA	Project on UPRR list of future improvements.				✓ ✓
7. Improve White Pine (Nevada Northern Railway) Shortline	Some rail improvements have been advanced. Portions of the project may be eligible for federal funding.				✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓
8. Add service to Yucca Mountain nuclear waste repository	Would require a change in national and state nuclear storage decisions.		<b>√</b>		
9. Expand or relocate Sparks Yard	The Sparks yard meets UPRR needs and is well located for crew changes. Moving it will require additional study to address UPRR needs/funding.				
10. Relocate transload facility and associated trackage out of Fallon	Implementable project needs funding				<b>√</b>
11. Relocate Chemical Co. requires 6,200-ft siding +1,500-ft spur	This suggestion should be presented directly to UPRR for a business decision.			<b>√</b>	



Project	Status Description	Further Study Needed	Implemen- tation Issues	Contact RR Directly	Advance to Evaluation Matrix
12. The railroad appears to have abandoned its property in the center of Carlin, which needs to be reincorporated into Carlin.	This suggestion should be presented directly to UPRR for a business decision. Might require Congressional authorization.		133005	√ √	naux.
13. Improved sidings and access to main line in Caliente	This suggestion should be presented directly to UPRR for a business decision.			<b>√</b>	
14. Add second track and improve spurs in Lovelock	This suggestion should be presented directly to UPRR for a business decision.			✓	
	Rail-Highway Grade Cr	ossings			
1. Airport Road, Winnemucca	Included in 2011 NDOT Railway- Highway Crossing Report				<b>√</b>
2. Gerlach, Washoe County	Included in 2011 NDOT Railway- Highway Crossing Report				✓
3. SR 306, Golden Acres Rd South, Beowawe, NV crossing surface	Included in 2011 NDOT Railway- Highway Crossing Report				✓ V
4. SR 306, Golden Acres Rd North, Beowawe, NV	Included in 2011 NDOT Railway- Highway Crossing Report				✓
5. SR 306, Golden Acres Rd South, Beowawe, NV gates	Included in 2011 NDOT Railway- Highway Crossing Report				<b>√</b>
6. Main Street in downtown Fernley	Additional study needed.	<b>√</b>			
7. Nevada Pacific Parkway, Fernley	Additional study needed.	<b>√</b>			
8. Cactus Rd.–Arden School grade separation	Agreement and funding needed.		✓		
9. Wyoming and Oakey, Las Vegas	Long term project, programmed to be completed by 2030 or alternative solution to be implemented with closure of Wyoming and Oakey crossing.				<b>√</b>



# Chapter 5: Nevada Rail Service and Investment Program



# **Chapter 5 :** Nevada Rail Service and Investment Program

# A. Vision, Goals & Objectives for Near and Longer-Term Plans

# 1. Vision, Goals & Objectives

Vision statements reflect the role of rail and what rail infrastructure will be like in the future, incorporate stakeholder desires, and recognize challenges and opportunities. NDOT developed separate vision statements, tailored to the distinctive needs of passenger and freight rail, to describe the additional potential for future rail development and growth in the state, and to inspire stakeholders to take the actions necessary to implement the state rail plan.

#### **Passenger Rail Vision**

The vision for passenger rail transportation in Nevada is to develop a passenger rail system that provides the traveling public with an attractive, energy-efficient, cost-effective, and reliable alternative choice to auto, bus, and air transportation, with intermodal connectivity that enhances economic and environmentally sustainable travel within, to, and through the state.

# **Freight Rail Vision**

The vision for freight rail transportation in Nevada is to have an economically-competitive freight rail system that moves goods efficiently and expeditiously across the state and is fully integrated with interstate and intrastate shipping modes, thereby relieving highway congestion and improving the overall safety and quality of life for the traveling public and the citizens of Nevada.

In addition, a series of goals and objectives were developed to provide big-picture strategic guidance for developing rail in the state, as follows:

- Goal 1 Enhance the safe operating efficiency of the state's rail transportation system.
  - o Objective a: Work with adjacent states to achieve a regional transportation solution.



- Objective b: Provide enhanced rail system connectivity to other modes of transportation, especially in the state's major transportation hubs of Las Vegas, Reno, and Elko.
- Objective c: Promote congestion relief on the state's rail lines and on its interstate highway network
- Objective d: Enhance rail safety and security, including accommodating Positive Train Control (PTC) measures
- Goal 2 Optimize Nevada's rail potential to effectively address social, economic, environmental, and energy effects.
  - o Objective a: Plan for high-speed passenger rail services
  - o Objective b: Address the potential for trade and economic development
  - Objective c: Realize positive air quality gains and reduce energy consumption with effective passenger and freight rail operations
  - o Objective d: Maximize sustainability
- Goal 3 Develop an organizational structure and strategies yielding a streamlined process for implementing Nevada's rail transportation improvements.
  - Objective a: Identify and prioritize rail infrastructure improvements.
  - o Objective b: Identify funding strategies for rail improvements
  - Objective c: Prepare an organizational chart and legislative procedures to accomplish rail improvements

Other considerations for Nevada's state rail plan are that it:

- enhance overall statewide transportation system connectivity and safety; and
- improve the state's transportation system operational efficiency; and be consistent with the Strategic Highway Safety Plan.



# 2. Near- and Longer-Term Plans

**Table 5-1** lists and presents an evaluation of the near-term (zero-to-five year) projects included in the Nevada state rail plan; and **Figure 5-1** shows where these projects are located. Similarly, **Table 5-2** lists and presents an evaluation of longer-term (six-to-20-year and beyond) projects included in the Nevada state rail plan; and **Figure 5-2** shows where these projects are located. These near- and longer-term projects are the product of the **Chapters 3** and **4** considerations of all projects presented for inclusion in the state rail plan. Projects may be completed sooner or later without jeopardizing their standing in the state rail plan.

NDOT supports each of the near- and longer-term projects as a matter of policy. NDOT policy support can include letters of support, assistance in filing for grant applications, coordinating with other state transportation activities, administering the rail-highway grade crossing safety program, etc. Some projects may secure state funding, depending on availability of funds the state legislature might allocate for rail projects.

The near- and longer-term projects in the two tables are described, according to the following considerations:

- whether implementing the projects involves a private business decision;
- their rough order-of-magnitude cost (under \$10 million; \$10 million to \$100 million; or greater than \$100 million);
- how well the proposed projects rank against the state rail plan's applicable goals and objectives, for which an average score is calculated; (Each of the projects included in the state rail plan meet a threshold average score of 2.0)
- whether the proposed project requires Congressional, Amtrak, or UPRR approval to be implemented; and
- a brief discussion of the evaluation factors influencing the project's listing in the state rail plan.

Additional projects that become more developed and advanced may be added to the state rail plan when the plan is updated, or by an NDOT amendment in the interim.



**Table 5-1: Five-Year-Plan Evaluation Matrix** 

Criteria Score: 0 - N/A, 1 - minimally addresses goals/objectives, 2 - partially addresses goals/objectives, 3 - fully addresses goals/objectives

		Cost Range				nance the safety rail transportati		ey of			's rail potential c, environmenta		Obje	ject ective ores		equiro prov (s)		
Project	Private Business Decision	Under \$10 million	illior	Over \$100 million	Objective A: Work with adjacent states to achieve a regional transportat ion solution	Objective B: Provide enhanced rail system connectivity to other modes of transportation	Objective C: Promote congestion relief on the state's rail lines and on its interstate highway network	Objective D: Enhance rail safety and security, including Positive Train Control (PTC) measures	Objective A: Plan for high-speed passenger rail services	Objective B: Address the potential for trade and economic development	Objective C: Realize positive air quality gains and reduce energy consumption with effective passenger and freight rail operations	Objective D: Maximize sustainability	Total	Average	US Congress	Amtrak	UPRR	Evaluation Factors
A. Passenger Rail A1. Conventional Passer	agar Dail													_		_		
Support X-Train efforts— Fullerton to Las Vegas	Y			<b>√</b>	3	3	3	2	3	3	3	3	23	2.9			✓	BNSF and UPRR in final negotiations. Project is close to construction and implementation.
A2. High Speed Intercity	Passenger	r Ra	il															
Support DesertXpress service-Las Vegas to Victorville, CA	Y			✓	3	3	3	3	3	3	3	3	24	3.0				Project has environmental clearance with FRA Record of Decision and STB route approval. The project has funding approach and is advancing.
B. Freight Rail																		
Upgrade the Weso cross- over from 20 to 50 mph	Y		✓		N/A	N/A	3	3	N/A	3	3	3	15	3.0			✓	UPRR Projects
Nevada Sub Sidings Phase 1—Patrick and Rose Creek	Y	✓			N/A	N/A	3	3	N/A	3	3	3	15	3.0			✓	UPRR Projects
C. Rail-Highway Grade C	rossings																	
Airport Road, Winnemucca	N	✓			N/A	2	3	3	N/A	1	2	3	14	2.3			✓	Included in the 2011 NDOT Railway- Highway Crossing Report
Gerlach, Washoe County	N	✓			N/A	2	3	3	N/A	1	2	3	14	2.3			✓	Included in the 2011 NDOT Railway- Highway Crossing Report
SR 306, Golden Acres Rd South, Beowawe, NV – Crossing surface	N	✓			N/A	2	3	3	N/A	1	2	3	14	2.3			✓	Included in the 2011 NDOT Railway- Highway Crossing Report
SR 306, Golden Acres Rd North, Beowawe, NV	N	✓			N/A	2	3	3	N/A	1	2	3	14	2.3			✓	Included in the 2011 NDOT Railway- Highway Crossing Report
SR 306, Golden Acres Rd South, Beowawe, NV – gates	N	<b>✓</b>			N/A	2	3	3	N/A	1	2	3	14	2.3			✓	Included in the 2011 NDOT Railway- Highway Crossing Report
D. Excursion Rail																		
Extend Nevada Northern Railway four milesMcGill Junction to McGill Depot	?	✓			N/A	1	N/A	2	N/A	3	1	3	10	2.0				Nevada economic development/tourism opportunity
Extend the V&T about five miles to the east side of Carson City, plus refurbish equipment & update stations	?	<b>✓</b>			N/A	1	N/A	2	N/A	3	1	3	10	2.0				Nevada economic development/tourism opportunity
Extend Nevada Southern Railway operations on city of Henderson trackage and reorient service	?	<b>✓</b>			N/A	1	N/A	2	N/A	3	1	3	10	2.0				Nevada economic development/tourism opportunity

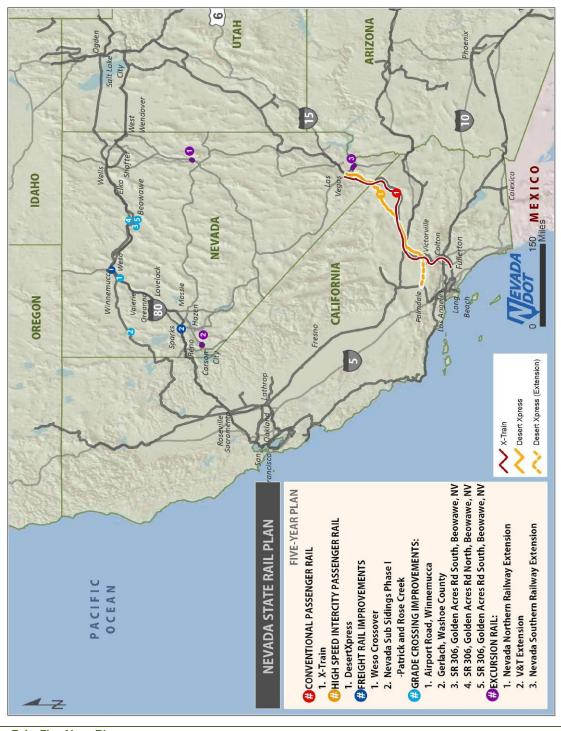


Figure 5-1: Five-Year Plan

Table 5-2: Six-to-20-Year-and-Longer-Plan Evaluation Matrix

Criteria Score: 0 - N/A, 1 - minimally addresses goals/objectives, 2 - partially addresses goals/objectives, 3 - fully addresses goals/objectives

Cost Range				Enhance the safet		cy of			n's rail potential c, environmenta		Obje	ject ective ores	Ар	quires proval (s)		
Project  A. Passenger Rail	Private Business Decision	Under \$10 million		Objective A: Work with adjacent states to achieve a regional transport ion solution	Objective B: Provide enhanced rail system connectivity to	its interstate highway	Objective D: Enhance rail safety and security, including Positive Train Control (PTC) measures	Objective A: Plan for high-speed passenger rail services	Objective B: Address the potential for trade and economic development	Objective C: Realize positive air quality gains and reduce energy consumption with effective passenger and freight rail operations	Objective D: Maximize sustainability	Total	Average	US Congress	Amtrak UPRR	Evaluation Factors
A1. Conventional Passenger Rai	·															
Add serviceEmeryville, Sacramento, Salt Lake City, and Reno for pro- posed 2022 Winter Olympic Games	N	~		3	3	3	2	N/A	3	3	3	20	2.9	✓	<b>✓</b> ✓	Will require Amtrak, UPRR, and multi-state involvement. Project depends on a successful bid.
Consolidate conventional passenger rail, Thruway Bus, and/or Greyhound service with local bus service	?	✓		N/A	3	3	2	N/A	3	3	3	17	2.8			Will require local study and cooperation
A2. High Speed Intercity Passeng	ger Rail															
Support WHSRA long-term proposal for high-speed rail between Denver, Salt Lake City, Reno and San Francisco (20-year-plus project)	?		٧	3	3	3	3	3	3	3	3	24	3.0			Long-term project subject of FRA's current Southwest Multi-State Rail Planning Study. Funding source not identified.
Support long-term Golden Triangle high speed service between Las Vegas, Phoenix and Los Angeles (20- year-plus project)	?		•	3	3	3	3	3	3	3	3	24	3.0			Long-term project subject of FRA's current Southwest Multi-State Rail Planning Study. Funding source not identified.
Advance multimodal transportation hub at Nevada high-speed intercity passenger rail termini, notably Las Vegas (20-year-plus project)	N		<b>✓</b>	N/A	3	3	N/A	3	3	3	3	18	3.0			Long-term project requiring additional study. Funding source not identified.
Multimodal Framework Study Las Vegas-Reno (20-year-plus project)	?		v	3	3	3	3	3	3	3	3	24	3.0			Long-term project subject of unfunded NDOT study.
B. Freight Rail																
Northern and southern Nevada/Inland/Port projects	Y		✓	N/A	3	3	2	N/A	3	3	3	17	2.8		✓	Long range state objective.
Advance Phase 2 UPRR Nevada Sub sidings – construct Oreanna; construct Valery; and extend Massie	Y		✓	N/A	N/A	3	3	N/A	3	3	3	15	3.0		✓	UPRR projects.
Add Elko CTC-UPRR Phase 2	Υ		✓	N/A	N/A	3	3	N/A	3	3	3	15	3.0		✓	UPRR projects.
Replace second track and upgrade to CTC on Donner Pass in CA			✓	3	3	3	3	N/A	3	3	3	21	3.0		<b>✓</b>	UPRR project out of state. Could reduce I-80 truck traffic.
Support White Pine (Nevada Northern Railway) Shortline	N		✓	N/A	3	3	3	N/A	3	3	3	18	3.0			In-state business opportunity.
Relocate transload facility and associated trackage out of Fallon	Υ	✓		N/A	2	2	3	N/A	3	3	3	16	2.7		✓	Implementable project needs funding.
C. Rail-Highway Grade Crossings Wyoming and Oakey, Las Vegas or alternative	N	✓		N/A	2	3	2	N/A	1	2	3	14	2.3			Included in Project Neon I-15 ROD

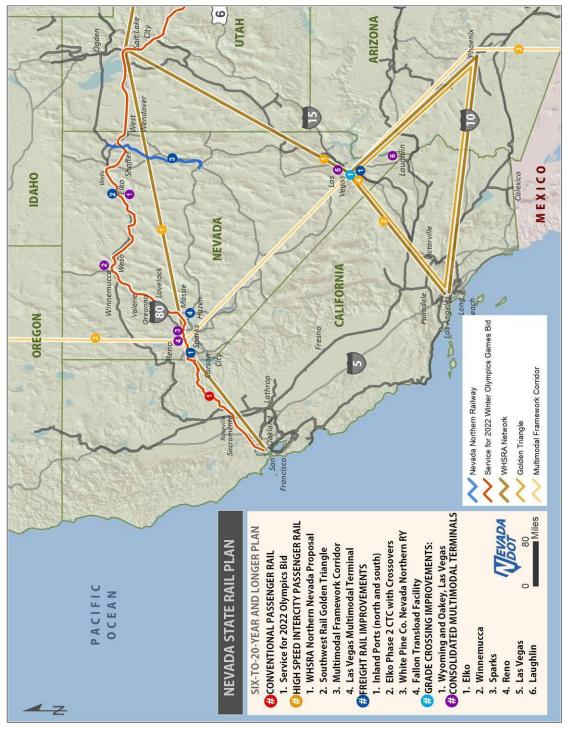


Figure 5-2: Six-to-20-Year-and-Longer Plan

# B. Program Coordination with National and Multi-State Regional Plans

FRA is currently conducting a multi-state rail study, involving Nevada, called the Southwest Multi-State Rail Planning Study; and NDOT has taken the lead on just-completed and just-begun multi-state studies, including the I-15 Mobility Alliance Study, Connecting Nevada Study, a new multimodal framework study, and an inland port study. The national Strategic Rail Corridor Network is also discussed in this section.

# 1. FRA Southwest Multi-State Rail Planning Study

FRA has begun a \$3 million Southwest Multi-State Rail Planning Study, which is scheduled to be completed in late summer 2012. This study is a regional network planning study, covering three states (AZ, CA, and NV). It will consider both northern Nevada and southern Nevada links, such as the Golden Triangle proposed to connect Phoenix, Las Vegas, and Los Angeles with high speed rail. It is focused on intercity passenger rail, both conventional and high speed. It is intended as a test case to yield a regional rail planning model or guideline with national supporting data, rather than individual corridor considerations. This study will not generate detailed corridor-level evaluations. The study will investigate ridership and revenue, as well as operating and capital costs to evaluate the total potential market demand with operations occurring in multiple corridors. FRA chose the three-state area because of the variety of its different projects and timelines. FRA wants to analyze both national and regional markets and to address long-term potential 40 to 50 years out so that specific projects do not preclude future opportunities.

# 2. NDOT Studies

NDOT completed a multi-state I-15 Mobility Alliance Study in July 2011, which addresses air, rail, and highway passenger and freight movements in the I-15 corridor between Salt Lake City and Los Angeles. This study did not generate specific passenger rail recommendations.

The Connecting Nevada Study, scheduled to be completed in October 2012, is developing a statewide multimodal evaluation looking out as far as 2060 and will incorporate projects from this state rail plan. NDOT is also looking for the Connecting Nevada Study to focus on prioritizing projects that are well-enough identified over a five-year horizon.



NDOT is separately advancing a multimodal framework study for what could become a new interstate highway and passenger/freight rail corridor between Mexico and Canada. This corridor will extend through Las Vegas and northern Nevada and involve Arizona, Oregon, and Washington and potentially affect California. A key component of this study, which will follow the completion of this state rail plan, will consider upgrading US93 between Phoenix and Las Vegas, the only two proximate US cities of more than a million persons each that do not have a direct interstate connection between them. The 2010-completed US93 Pat Tillman Memorial Bridge over the Colorado River south of the Hoover Dam could accommodate the interstate trucks, buses, and automobiles; however, a separate connection(s), perhaps located in the US95 corridor in Nevada, would be required for passenger and freight rail links. Phoenix-Las Vegas connectivity is also part of the proposed Golden Triangle high speed rail proposal, linking Los Angeles, Phoenix, and Las Vegas, which FRA is currently studying in its Southwest Multi-State Rail Planning Study, referenced in **Subsection 1** above.

In addition, Nevada passed inland port legislation and is exploring developing intermodal freight terminals at sites that offer air, highway, and/or rail modes in northern and southern Nevada. These Nevada terminals would provide for break-bulk activities, allowing containers to be quickly off-loaded at crowded West Coast ports and then shipped inland via efficient rail with sorting and distribution occurring in northern and southern Nevada for products to then be shipped farther inland. NCED is advancing a state plan for inland ports to be completed by June 2012. Once specific sites are identified and development concepts are created, then potential freight rail projects can be advanced, as required.

# 3. NDOT Strategic Rail Corridor Network (STRACNET)

The US Department of Defense's (DOD) Military Traffic Management Command (MTMC) determined the Department's needs for rail service in a defense emergency. MTMC selected these corridors in the 1970s to form a DOD Strategic Rail Corridor Network (STRACNET), involving 38,000 miles serving over 170 defense installations.

Hawthorne Army Depot is the only DOD installation located in Nevada that requires rail service. Additionally, MTMC has identified the UPRR Overland Route mainline through northern Nevada and the South Central Route mainline through southern Nevada as elements of STRACNET.



# C. Proposed Organizational and Legislative Changes

# 1. Organizational Changes

NDOT's job is to address the transportation needs of the state, including rail; the agency could be better structured to be able to address the rail transportation issues, opportunities, and potential projects discussed in this state rail plan. NDOT's role in implementing the state rail plan calls for the agency to coordinate with other agencies of government and other states and the US DOT agencies, as well as the private sector to advance the state rail plan projects. NDOT may facilitate dialogue among interested and involved parties to advance projects, host meetings, conduct studies, maintain a dialogue with passenger and freight rail interests, and write grants for funding. NDOT needs to be appropriately structured and staffed to accomplish these rail-related tasks.

The Rail Safety Coordinator and staff (an assistant and one temporary employee) were recently transferred from NDOT's Engineering Division to the Planning Division; however, reassigning this function to the Aviation/Freight/Rail group may help achieve a more robust and integrated rail focus within NDOT. This grade crossing program, which is closely aligned with FRA, UPRR, and related interests can form the basis for future growth in the state's rail capabilities and services, and thus warrants consolidation with NDOT's rail activities. Effective interface with staff for federal programs, for other state operations (such as NPUC), and for major railroad entities is essential to improving Nevada's rail facilities and services in the future. Enhancing the working relationships between these participants can help foster public-private partnerships to achieve this plan's stated goals.

In addition, NDOT needs to take a few other steps to successfully advance the state rail plan. The first is to hire a Rail Lead for the Aviation/Freight/Rail group with industry knowledge whose primary and largely exclusive responsibility will be to advance the state rail plan projects. This individual will become the go-to person for all rail issues that arise at NDOT. Secondly, this person will need to be supported with a staff of rail-experienced persons with specific project responsibilities.

Making these organizational changes will permit NDOT to better coordinate with other agencies of government and other states and the US DOT agencies, as well as with the private sector.



These changes will help NDOT to facilitate dialogue among interested and involved parties to advance projects, host meetings, conduct studies, maintain a dialog with passenger and freight rail interests, and write grants for funding. Even though a project may be listed as mid- or long-term, based on when it may be completed, studies and other activities should be advanced in the short-term to be able to reach the longer-term implementation objective.

# 2. Legislative Changes

The following text describes recent legislative changes of interest followed by a discussion of some proposed legislative changes that could be helpful in implementing the state rail plan. A discussion of public-private partnerships, which presents a special funding option, concludes this subsection.

#### **Recent Legislative Changes in Nevada**

The Nevada State Legislature, which meets every other year, enacted a number of pieces of legislation during the FY09 and FY11 legislative sessions that potentially affect the development and construction of passenger and freight rail projects. A number of these recently enacted statutes may increase funding and financing opportunities.

#### 1. 2009 Legislative Session

- SB 55 expands the potential for foreign entities to domesticate in Nevada and outlines the filing requirements and shareholder liability for those entities. SB 55 allows a partnership to register as a limited-liability limited partnership.
  - o Potential impact: May encourage greater private participation (e.g., from foreign entities) to invest in rail infrastructure.
- ACR 30 directs the appointment of a subcommittee to conduct an interim study on
  developing and promoting Nevada as a logistics and distribution center. The study is
  to include identification of barriers to developing logistics and distribution systems;
  delineation of future foreign trade zones; prioritization of infrastructure needs,
  including energy, water, and mass transportation; infrastructure for transportation
  systems; formation of P3s to facilitate new business creation; funding options for the
  expansion of transportation systems, including mass transit systems and light rail
  corridors; and identification of strategic public policy actions to expedite private
  investment for developing logistics centers in the state. Finally, the measure

authorizes the subcommittee to solicit input from various state and local agencies as it deems appropriate.

- o Potential impact: May increase investment opportunities, as well as enhance the eligibility for federal funding for inland ports and distribution centers.
- AB 360 authorizes the creation of a special district to manage money the federal government pays to the state or to a county for use within the special district. The bill expires on June 30, 2013
  - Potential impact: The creation of special districts may create new vehicles for the development and construction of rail infrastructure. Provision expires in 2013.

#### 2. 2011 Legislative Session

- SB 506 requires the RTC of Southern Nevada to enter into a P3 to plan, design, construct, improve, finance, operate, and maintain a demonstration project for a toll road in connection with a proposed bypass around Boulder City. The RTC may establish a schedule of fees, fines, and penalties related to the use of the facility. The bill subjects contracts to several conditions, including requirements that all money that the RTC receives be deposited in the State Highway Fund and separately accounted for to ensure it is used only on that facility and that prevailing wages be paid to workers engaged in construction on the demonstration project. The RTC must report periodically to the Legislature on the status of the demonstration project.
  - Potential impact: Provides for a direct opportunity for encouraging private entities to invest in transportation infrastructure in Nevada. This statute may indirectly attract new private equity and debt capital to the passenger and freight rail projects.
- AB 182 is enabling legislation that permits participating entities to seek approval for
  creation of inland ports and public bodies known as inland port authorities, the
  purpose of which is to promote, encourage, and aid in economic development and
  employment opportunities in Nevada. A participating entity can be either a county or
  a city. NCED must develop a State Plan for Inland Ports and may only approve an
  application if the proposed inland port and authority are in conformance with the
  state plan. An inland port must not contain any residential property and must be a

contiguous area that contains at least two of the following: (1) a municipal airport; (2) a highway within the National Highway System; or (3) operating assets of at least one Class I railroad. Authorities may not condemn property and may not alter highways, railroads, or airports without the consent of the entity controlling or owning those facilities. The powers of an inland port authority include: receiving property from a governmental entity; entering into agreements with other entities and persons; operating facilities; and accepting public and private funding.

- o Potential impact: Creates new opportunities to fund and finance inland ports.
- SB 151 requires a regional transportation commission in a county of 700,000 or more (currently only Clark County) to establish a regional rapid transit authority. The authority is required to analyze the development of a regional rapid transit system, to develop a plan for such a system, and to report annually to the Legislature on its progress.
  - Potential impact: Creates new opportunities to attract federal and local funding for rail transit and multimodal stations in Clark County.
- SB 432 allows RTCs in Clark and Washoe counties to enter into an inter-local agreement with the county, allowing the RTC to issue revenue bonds and other revenue securities for street and highway construction and maintenance, and establishment and maintenance of a public transit system.
  - o Potential impact: Expands the potential availability of debt capital to finance transit projects and multimodal stations in Clark and Washoe counties.
- AB 376 authorizes the city of Reno to create by ordinance a special improvement
  district to finance capital improvement projects for publicly-owned facilities, relating
  to tourism and entertainment. If adopted, such an ordinance must impose a \$2-pernight surcharge on hotel rooms in the district that are located on gaming properties.
  - Potential impact: A Reno passenger rail project that relates to tourism and entertainment may be eligible to access this source of funds.
- AB 212 decreases the threshold at which NDOT is authorized to enter into a designbuild contract for a project to \$10 million from \$20 million. The statute also increases the number of projects with an estimated cost of at least \$5 million but

less than \$10 million for which NDOT is authorized to enter into such contracts to twice a year from once each fiscal year.

 Potential impact: Expands potential opportunities to enter into design-build contracts with a private entity for passenger and freight rail projects.

# 3. Proposed Legislative Changes in Nevada

The following selected legislative changes could be considered/need to be confirmed to address expanded funding and financing opportunities for passenger and freight rail projects:

- The maximum allowable maturities for revenue bonds backed by sales and gas tax revenues could be extended to a term longer than 20 years. This change may require a change in the state's constitution.
- Nevada could consider permitting NDOT to establish state infrastructure banks (SIB), as 32 other states have permitted, according to the National Highway System Designation Act of 1995. A SIB can provide flexible, short-term financing to public entities and public-private partnerships for the purpose of accelerating the delivery of transportation projects.
- Confirm that existing state statutes permit NDOT to receive TIFIA, as well as RRIF loans; previous TIFIA loans used for projects in Nevada have been made to a municipal government and a private entity.
- Existing state statutes and supporting guidelines should be reviewed to confirm the state's capability to use Private Activity Bonds (PABs) for transportation projects.
- Existing state statutes should be reviewed to confirm that each of the multiple publicprivate partnership approaches can be implemented as discussed below.

# 4. Public Private Partnerships (P3)

A number of different P3 agreements are possible. They vary with respect to the services to be provided under contract, the level of risk transferred, and the financial commitment of the private-sector partner. A list of P3 agreements is provided below:

Private Contract Fee, Services Contract, Operations & Maintenance (O&M) Contract. These are agreements with private companies for services typically performed in-house (planning and environmental studies, program and financial management, operations and maintenance, etc.)

- Construction Manager@Risk (CM@R). A contracted construction manager (CM) provides constructability, pricing, and sequencing analysis during the design phase.
   The design team is contracted separately. The CM stays on through the build phase and can negotiate with construction firms to implement the design. Nevada's CM@R authority (NRS338) sunsets in July 2013, although it could be extended.
- Design-Build (DB) combines the design and construction phases into a single fixedfee contract, thus potentially saving time and cost, improving quality, and sharing risk more equitably than the DB Bid method.
- Design-Build with a Warranty is a DB project for which the design builder guarantees to meet material workmanship and/or performance measures for a specified period after the project has been delivered.
- Design-Build-Operate-Maintain (DBOM), Build-Operate-Transfer (BOT), or Build-Transfer-Operate (BTO). The selected contractor designs, constructs, operates, and maintains the facility for a specified period of time meeting specified performance requirements. These delivery approaches increase incentives for high-quality projects because the contractor is responsible for operation of the facility after construction. The public sector retains financial risk, and compensation to the private partner can be in the form of availability payments.
- Design-Build-Finance (DBF), Design-Build-Finance-Operate (DBFO), or Design-Build-Finance-Operate-Maintain (DBFOM). These delivery mechanisms are variations of the DB or DBOM methods for which the private partner provides some or all of the project financing. The project sponsor retains ownership of the facility. Private-sector compensation can be in the form of tolls (both traffic and revenue risk transfer) or through shadow tolls (traffic risk transfer only).
- Long-Term Lease Agreements, Concessions. Publicly-financed existing facilities are
  leased to private-sector concessionaires for specified time periods. The
  concessionaire may pay an upfront fee to the public agency in return for revenue that
  the facility generates. The concessionaire must operate and maintain the facility and
  may be required to make capital improvements.
- Long-Term Lease Agreement, Concession with Availability Payments. The sponsoring governmental entity in an availability concession offers a stream of maximum

payments, generally indexed to inflation, to a private concessionaire in return for delivering a service. The payments are subject to appropriation and to downward adjustment, based on the concessionaire's performance in making the asset "available." Availability and performance payments put into financial effect the public policy and operational standards of the public entity: timely project delivery, maintenance, service, safety, etc.

- Build-Own-Operate (BOO)/Build-Own-Operate-Transfer (BOOT). Design, construction, operation, and maintenance of the facility are the responsibility of the contractor.

  The contractor owns the facility and retains all operating revenue risk and surplus revenues for the life of the facility. The BOOT method is similar, but the infrastructure is transferred to the public agency after a specified time period.
- Asset Sale. The public entity fully transfers ownership of publicly-financed facilities to the private sector indefinitely.

Projects that are potential candidates for private-sector involvement have the following characteristics:

- Projects with construction cost beyond the capacity of public owners/operators, or local/regional governments;
- Viable revenue stream, either through user fees and/or availability payments;
- Likely availability and cost of financing in the private credit markets to fund the projects;
- Lack of eligibility for funding through established federal or state programs.

NDOT has the authority to enter into 3Ps pursuant to NRS 408.5473—Transportation Facilities Agreement (TFA). NDOT also has the authority to receive unsolicited proposals for a 3P. A "transportation facility" is defined in NRS 408.5471 to mean a road, railroad, bridge, tunnel, overpass, airport, mass transit facility, parking facility for vehicles, or similar commercial facility used for the support of or for the transportation of persons or goods, including, without limitation, any other property that is needed to operate the facility. The definition permits tolling the Boulder City Bypass as a demonstration, according to FY11 legislation, but it otherwise excludes toll bridges and toll roads. A Southern Nevada RTC-led tolling study for the Boulder City Bypass is set to begin shortly after the publication of the state rail plan.



NDOT may approve a request or proposal submitted by a private entity, if NDOT determines that the transportation facility serves a public purpose. The Department must consider the following in determining whether the transportation facility serves a public purpose: (i) if a public need exists for the type of transportation facility proposed; (ii) if the proposed interconnections between the transportation facility and existing transportation facilities and the plans of the person submitting the request for the operation of the transportation facility are reasonable and compatible with any statewide or regional program for the transportation improvement and with the transportation plans of any other governmental entity in the jurisdiction where some part of the transportation facility will be located; (iii) if the estimated cost of the transportation facility is reasonable by comparison with similar facilities; and (iv) if the plans of the person submitting the request will result in the timely development, construction, or improvement of the transportation facility or its more efficient operation.

# D. Near- and Longer-Term Plan Effects

This section describes key benefits resulting from implementing the short- and long-term plans. Investments in improving the state's rail infrastructure are expected to directly benefit the state's transportation system, the environment, and the economy.

# 1. State Transportation System Effects

Nevada's rail system provides an important mode within the framework of passenger and freight transportation. A multimodal approach improves efficiencies in the transportation network, resulting in a more comprehensive system, allowing for greater mobility and an overall higher level of service.

# 2. Rail Capacity and Congestion Effects by Corridor

The freight rail mode share has been increasing nationally over the past 10 to 15 years. Railroads accounted for 42 percent of intercity freight shipments in 2010, as measured in ton-miles—more than truck and air modes. Rail traffic in Nevada experienced a 14 percent increase in shipments (net tons) between 1996 and 2009, and then declined after that when the UPRR shifted some traffic from the South Central Corridor in southern Nevada to the Sunset Route from California through Arizona, New Mexico, and Texas. Nevada does not have any current capacity constraints. Future projections forecast a six percent increase in rail shipments from Nevada to other states and a nine percent increase in shipments from other states to Nevada by



2040. UPRR improvement projects referenced in this document's short- and long-term plans will allow for greater flexibility and efficiency to accommodate the projected growth in rail traffic.

# 3. Highway and Aviation Capacity, Congestion, and Safety Effects

Rail investments will benefit the state's transportation system, reducing traffic and congestion on highways and freight rail lines. Introducing two new passenger rail services connecting Las Vegas to southern California within the next five years will restore a rail link that was discontinued in 1997 with elimination of Amtrak's *Desert Wind* service. Both the conventional-rail X Train and the high speed rail DesertXpress are projected to divert automobile traffic from I-15. Early model forecasts have shown that the DesertXpress may divert over three million auto trips per year by 2018.¹ The greatest automobile shift will most likely occur during the peak weekend leisure travel times of Thursday-Friday eastbound from southern California to Las Vegas and returning Sunday-Monday westbound trips. Roadways on weekends and throughout the week will benefit from a reduction in traffic, improved travel speeds, and faster travel times, which will ultimately result in a higher level of service. Fewer cars on I-15 and other Las Vegas area roadways will reduce the vehicle miles traveled (VMT) and vehicle hours traveled (VHT), as well as improve regional mobility. Longer-term WHSRA high speed rail projects would improve connections and reduce congestion in the I-80 and I-15 corridors where the improvements are proposed.

The multiple near- and longer-term UPRR improvements described in this document for Nevada and over the Donner Pass in California will improve the efficiency of freight rail, reduce delays, and increase overall speeds, thus making rail a more attractive option for shippers. An increase in freight rail traffic will help to keep shipments off already congested highways, enhancing the movement of freight in Nevada.

Safety is a key element of Nevada's rail transportation program, which this state rail plan reconfirms as a key priority. Nevada will continue making its prioritized project improvement projects, spending half of its approximately \$1.1 million annual allocation of Federal Rail Safety Improvement Program funding on hazard elimination and half on signal improvements to achieve MUTCD compliance. Nevada has historically ranked lowest in the nation for rail incidents and fatalities, realizing a 58 percent reduction in train incidents between 2004 and



2007. Nevada had an average of 2.6 highway-rail incidents in each of the last five years (2007-2011) on its rail lines, involving less than one injury per year, except in 2011 when a single incident caused six deaths and 101 injuries (see **Chapter 4 Section D**).

In addition, proposed rail line improvements can enhance safe rail operations, thereby reducing the chance for derailments that could cause spills, potentially adversely affecting the state's water quality.

# 4. Energy Consumption and Greenhouse Gas Emission Effects

Rail is the most efficient mode of transportation when compared to truck, car, and air travel. Railroads on average are about three times more fuel efficient than trucks. Railroads moved a ton of freight an average of 404 miles per gallon of fuel in 2002. Passenger trains average about 20 percent less energy use per passenger mile than the automobile. This document's short- and long-range plans outline a number of projects that will shift auto and truck traffic from highways onto more fuel efficient rail lines. New passenger service in southern Nevada and improvements in northern Nevada mainlines are expected to attract more riders and shippers to rail, and thus reduce the consumption of petroleum in Nevada.

The introduction of new passenger rail service and the planned UPRR improvements across northern Nevada are expected to improve Nevada's air quality. The new passenger rail service in southern Nevada is projected to divert millions of auto trips annually, resulting in reduced VMT in the Las Vegas area and in other communities along the I-15 corridor. Similarly, increased shipments on Nevada's freight rail lines will reduce the VMT for highway-based shipments along the I-80 corridor in northern Nevada. Lower VMT and less congestion on Nevada roadways will reduce carbon monoxide (CO) emissions and other greenhouse gas air pollutants associated with automobile and truck usage, such as hydrocarbons, oxides, and nitrogen.

The reduction in CO emissions is important to the Las Vegas Valley because EPA recently redesignated the region to be in attainment for air quality standards after over 20 years as a nonattainment region. Reducing auto and truck transportation will also help to reduce PM10 in Clark and Washoe counties, both of which were designated non-attainment in PM10 and for which maintenance plans were developed to lower the levels of PM10. Some particulate matter pollution results from automobile emissions, although most comes from windblown dust from fireplaces and industrial facilities during the winter months. Portions of Clark County also

remain in non-attainment for ozone (eight-hour standard), pending EPA review, and a decrease in auto and truck usage will help to lower overall ozone levels.

# 5. Environmental, Economic, and Employment Effects

Implementing this plan's recommended rail projects is expected to provide a number of environmental benefits for the state of Nevada. Improved passenger and freight service will create greater access and mobility, resulting in a transportation system that is more efficient and attractive to businesses and residents. Improvements in the freight rail lines and the introduction of new passenger service will likely result in a reduction in congestion, fuel consumption, and air pollution.

Environmental, economic, and employment impacts of a passenger or freight rail project can be estimated by developing a BCA. BCA analyses should be transparent and reproducible to the extent possible with clearly delineated assumptions, methodology, data, and data sources. BCA analyses typically include a year-by-year forecast of each benefit and cost. Forecast horizons for BCA analyses can range from 20 to 30 years, but should not exceed the usable life of the asset without capital improvement. The beginning point for the BCA analysis is the first year in which the project will start generating costs or benefits. Project costs and benefits should be discounted using a discount rate that reflects the opportunity cost of capital net of inflation. Federal guidance suggests using a discount rate of seven percent. The following text outlines the types of impact that can be examined.

# **Impacts of Passenger Rail**

Passenger rail can provide travel times that are competitive with and, in the case of high speed rail, exceed trips made using highway travel. Additional potential benefits of passenger rail facilities include the following:

- A safe, secure, alternative for short-to-medium distance air trips, which reduces congestion on highways and airports.
- Trip reliability regardless of weather conditions.
- Intermodal connectivity with other transportation systems.
- High speed rail stations can be catalysts for economic development and centers for intermodal connectivity; and



• Decreased fuel consumption and reduced vehicle emissions, e.g., CO, Hydrocarbons (HC), Nitrous Oxide (NOx), Sulfur Oxides (SOx), as a result of a diversion of automobile trips to passenger rail and a reduction in VMT.

Federal guidance for estimating travel time savings is given in the following document: <a href="http://ostpxweb.dot.gov/policy/reports/vot\_guidance\_092811c.pdf">http://ostpxweb.dot.gov/policy/reports/vot\_guidance\_092811c.pdf</a>

#### **Impacts of Freight Rail**

Railroads have a number of unique characteristics that contribute to the efficient movement of goods and provide a positive economic impact. The potential benefits from freight rail include:

- Freight rail transport is about three times more energy efficient compared to trucks;
- Freight rail has the capability to transport a large variety of materials, particularly commodities, over long distances at relatively low cost;
- Increased safety and security of freight movements;
- Increase capacity and reliability of freight movements;
- Reduced highway congestion, highway user costs, and highway maintenance and improvement needs; and
- Decreased fuel consumption and reduced vehicle emissions.

Federal guidance for reducing congestion and vehicle emissions can be found in the following document:

http://ostpxweb.dot.gov/policy/reports/Costs%20of%20Surface%20Transportation%20Congest ion.pdf

# Potential Evaluation Criteria for Passenger and Freight Rail Projects

The potential impacts of passenger and freight rail projects are typically evaluated through the benefits generated from improved safety conditions, increased operational efficiency, reductions in fuel consumption and vehicle emissions, and the direct and indirect impact on economic growth.

**Safety.** Projects must enhance public safety and the safety of railroad personnel and operations through one or more of the following:



- Elimination or upgrading of at-grade highway/railroad crossings;
- Improvement in railroad track structure (track, bridges, culverts, drainage);
- Trespass prevention measures, including public education programs; and
- Enhanced hazardous cargo-handling measures.

Federal guidance for estimating the potential safety benefits of a transportation project can be found in the following documents:

http://ostpxweb.dot.gov/policy/reports/vsl\_guidance\_072911.pdf
http://ostpxweb.dot.gov/policy/reports/qaly\_injury\_revision\_pdf\_final\_report\_02-05-10.pdf
http://ostpxweb.dot.gov/policy/reports/techreport-ost-submission.pdf

**Operations.** Projects must increase the utilization of a rail line or route segment as measured by:

- Increase in carloads (or tons) handled (freight only);
- Upgrading by at least one level of FRA Class of Track (freight only);
- Increases in passenger miles/boardings (passenger only)
- Increases in actual and/or forecasted revenue;
- Average speed;
- Improved reliability, based on time performance;
- Increased speed, resulting in reductions in transit times;
- Enhancements to, or development of, new intermodal terminals and transloading facilities;
- Improved connectivity to the national and regional rail network;
- Improved intermodal connectivity through improved connections and interface with highway, air, and port facilities;
- Utilization of design standards that extend the life cycle of improvements; and
- Cost savings through more efficient operations, technology upgrades, and/or shared asset use.

**Economic Growth.** Passenger and rail projects can directly and indirectly support economic growth in Nevada by:

- New investment in plant and/or equipment;
- Increased employment and income;
- New investment in properties adjacent to passenger stations;



- Increased sales and property tax revenues;
- Growth of exports;
- Increase in economic output; and
- Increase in employment and income.

Economic growth is somewhat more challenging to quantify because two different models can be used to estimate increases in output, income, and employment. A commonly-accepted framework is the RIMS-II, which the Bureau of Economic Analysis (BEA) within the US Department of Commerce has developed. Additional information on the RIMS-II model is given at: <a href="https://www.bea.gov/regional/rims/index.cfm">https://www.bea.gov/regional/rims/index.cfm</a>

**Environmental.** Environmental benefits are related to the potential decrease in vehicle emissions and fuel consumption as a result of a reduction in VMT, including one or more of the following:

- Decrease in metric tons of CO:
- Decrease in metric tons of CO<sub>2</sub>;
- Decrease in metric tons NO<sub>x</sub>:
- Decrease in metric tons of SO<sub>x</sub>;
- Decrease in metric tons of Particulate Matter (PM); and
- Decrease in gasoline and diesel consumption in gallons.

Federal guidance on estimating the potential environmental benefits for a transportation project is given in the following documents:

http://www1.eere.energy.gov/buildings/appliance\_standards/commercial/pdfs/sem\_finalrule\_appendix15a.pdf

http://www.nhtsa.gov/DOT/NHTSA/Rulemaking/Rules/Associated%20Files/CAFE\_Final\_Rule MY2011\_FRIA.pdf



# 6. Distribution of Benefits to Regions and Community Effects that Influence Livability

Programmed private investment in passenger and freight rail infrastructure and new and expanded service over the next 20 years is expected to create thousands of new temporary construction jobs. In addition, the freight rail upgrades will also bring new jobs to the state. Third-party freight rail investments will lead to economic growth, such as White Pine County's proposed investment in the Nevada Northern Railway Shortline to serve the Robinson Copper mine and attract new business to the area and the city of Fallon's proposed transload relocation and line truncation, which will permit the city to redevelop core area properties with development that is more consistent with the community's core-area retail and residential uses.

Nevada's new inland port legislation establishes the framework for developing inland ports in Nevada, and inland port projects are specifically identified in the long-term rail plan for Nevada. Inland ports, which are linked by rail to traditional coastal ports, function as primary distribution centers for container shipments to other modes, such as air and highway, as well as rail. Inland ports in other states have created successful manufacturing centers and regional transportation facilities. NCED's inland port study is anticipated to identify a northern and a southern Nevada inland port opportunity.

Consolidated intercity and intracity multimodal terminals in Nevada cities can provide for seamless travel and create a focus for development in those communities. A future multimodal high speed rail passenger terminal in Las Vegas can provide the necessary multimodal connections needed to make high speed rail proposals work. The proposed Ivanpah International Airport, south of Las Vegas, might be a good candidate to realize the needed connectivity, as well as capitalize on the economic development opportunities created by bringing large numbers of people together at a single location.

Proposed excursion line extensions, such as those identified for the Nevada Northern Railway, the V&T, and the Nevada Southern Railway, which together draw about 85,000 riders annually, will create new jobs and enhance tourism in the Ely, Virginia City, and Las Vegas areas of Nevada. Similarly, a proposed 2022 Reno-Tahoe Winter Games Coalition initiative has the potential to yield significant economic benefits for the state. Passenger rail connections to international airports and other venues in major cities in adjacent states could help in securing the winter games and warrant additional study.





Exhibit 5-1: Nevada Southern Railway Excursion Locomotive

# E. Passenger and Freight Funding Sources

The following discussion first presents detailed descriptions of: (1) potential funding sources applicable to both passenger and freight rail projects; then (2) sources exclusive to funding passenger rail projects; followed by (3) sources exclusive to funding freight rail projects. Each of these three funding-source discussions first lists federal agencies and their respective programs, followed by state and local agencies and their respective funding programs. Funding for 3P projects is discussed above in this chapter's **Section C.2 Legislative Changes**. Funding restrictions and comparisons with other states are included in the discussions. Two additional subsections are provided at the end of this text, namely a description of the eligible uses of federal funding programs and a description of potential funding sources particularly suited to funding the projects included in the near- and longer-term plans for this state rail plan.

# 1. Financing for Both Passenger and Freight Rail Improvements

SAFETEA-LU originally came into effect in 2005 and originally expired in September 2009. SAFETEA-LU was subsequently extended through various legislative actions and currently runs through March 31, 2012. A number of key issues are anticipated to drive the next authorization, including: relieving congestion, increasing safety, maintaining infrastructure preservation, encouraging greater livability and sustainability, and expanding funding mechanisms. Key themes are likely to include federal funding levels, freight and economic development, performance measurement, the consolidation of federal programs, and high speed rail.

SAFETEA-LU has continued many of the policies and programs established with the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA21). SAFETEA-LU, for example, specifically cited and has provided funding for Operation Lifesaver, Inc. SAFETE-LU has allowed states and MPOs to tap various federal funding sources that support the development, construction, and/or rehabilitation of passenger and freight rail projects. FHWA, FRA, and other federal agencies administer existing grant and loan programs. This section describes the potential funding and financing sources from these federal sources, as well as the state and local governmental sources, plus private debt and equity, which can be used to develop and construct passenger and freight rail projects.

### **FHWA**

#### **CMAQ**

The CMAQ program was created in 1991 as part of ISTEA to provide innovative funding for transportation projects that improve air quality and help achieve compliance with national air quality standards that the Clean Air Act established. SAFETEA-LU (Sections 1101, 1103, and 1808) authorized funding through CMAQ for projects in areas not meeting national air quality standards. The CMAQ program pays for transportation projects or programs that will contribute to attainment of national ambient air quality standards. The program encompasses projects and programs that reduce traffic congestion and help meet federal Clean Air Act requirements. CMAQ funding may be used for freight and passenger rail projects that accomplish the program's air quality goals. Grant funds are formula-based with the federal share ranging from 80 to 100 percent, depending on project type, and they require MPO approval.



#### STP

The Surface Transportation Program allocates federal funds under SAFETEA-LU (Section 1122) to complete a variety of rural highway improvements (STP-R) and for federal-aid-eligible roads and streets in urban areas (STP-U). STP funds are available for railroad relocations and consolidations, intermodal terminals, and the acquisition of abandoned railroad rights-of-way.

#### Transportation Enhancements (TE) Program

The TE program's purpose is to fund projects that allow communities to strengthen the local economy, improve the quality of life, enhance the travel experience, and protect the environment. TE funds can be used to rehabilitate and operate historic transportation buildings, structures, or facilities and to convert abandoned rail corridors to trails. The TE program has the following requirements and restrictions:

- TE funds may not be used for the sole purpose of replicating a historic transportation building or facility.
- Private sponsors should have a public co-sponsor. Sponsors should plan for the future use and maintenance of the property in their proposal.
- A legal document, developed in conjunction with the state DOT and the FHWA
  division office, should describe the protection of property rights for the use of a
  facility for a specific time period. The document should identify the responsible entity
  for managing, operating, and maintaining the facility, as well as outline conditions for
  changes in these terms and/or sale or lease of the property (including possible
  payback of TE funds).
- Project sponsors should coordinate with appropriate historic agencies (e.g., State Historic Preservation Office).
- If part of a facility is to be leased for a fee, then federal funds should be used only for the portion of the facility open to the public.

#### Transportation, Community, and System Preservation Program Grant (TCSP).

The TCSP grant program is jointly developed and administered with FTA, FRA, the Office of the Secretary, and the Research and Innovative Technology Administration within the US DOT and EPA. The TCSP Program was designed to examine how transportation, community, and system preservation plans interact. Grants are provided to states and local entities and potential



private partners to fund projects that will integrate transportation, community, and system preservation plans and practices that address one or more of the following:

- Improve the efficiency of the US transportation system;
- Reduce the environmental impacts of transportation;
- Reduce the need for costly future investments in public infrastructure;
- Provide efficient access to jobs, services, and centers of trade; and
- Examine community development patterns and identify strategies to encourage private-sector development that accomplishes the above.

#### **TIFIA Loans and Credits**

The TIFIA program provides federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance. TIFIA credit assistance provides improved access to capital markets, flexible repayment terms, and potentially more favorable interest rates than can be found in private capital markets for similar instruments. TIFIA can help advance qualified, large projects that otherwise might be delayed or deferred because of size, complexity, or uncertainty over the timing of revenues. Each dollar of federal funds can provide up to \$10 million in TIFIA credit assistance and leverage \$30 million in transportation infrastructure investment. TIFIA is not a funding source, but a method of financing projects through assisted borrowing.

TIFIA loans can be used for both passenger and freight projects. TIFIA funding assistance has been granted in most instances to large-scale toll projects of "national significance." TIFIA funding allows for potentially more competitive financing terms and longer maturities compared with bonds issued in the municipal finance market. The interest rate for a 35-year TIFIA loan was 3.07 percent as of January 10, 2012. The major requirements for a TIFIA loan are:

- Large surface transportation projects with eligible project costs that are reasonably anticipated to equal or exceed the lesser of \$50 million or 33-1/3 percent of the amount of federal highway assistance funds apportioned during the most recent fiscal year to the state in which the project is located;
- Intelligent transportation systems projects with eligible project costs of at least \$15 million;



- TIFIA contribution is limited to 33 percent of the project value;
- Senior debt must be rated investment grade;
- Dedicated revenues for repayment;
- General obligation pledges or corporate promissory pledges may be accepted; and
- Compliance with all applicable federal requirements, e.g., Civil Rights, NEPA, Uniform Relocation, and Titles 23/49.

Eligible passenger rail projects include the design and construction of stations, track and related infrastructure, as well as the acquisition of intercity or transit vehicles. Public freight rail facilities, private facilities providing public benefit for highway users, intermodal freight transfer facilities, projects that provide access to such facilities, and service improvements (including capital investments for intelligent transportation systems) at such facilities are also eligible for TIFIA assistance.

Eligible project costs include the following: (i) development phase activities, including planning, feasibility analysis, revenue forecasting, environmental review, permitting, preliminary engineering and design work, and other pre-construction activities; (ii) construction, reconstruction, rehabilitation, replacement, and acquisition of real property (including land related to the project and land improvements), environmental mitigation, construction contingencies, and equipment acquisition; and (iii) capitalized interest necessary to meet market requirements, reasonably required reserve funds, capital issuance expenses, and other carrying costs during construction. However, capitalized interest on TIFIA credit assistance may not be included as an eligible project cost.

Additionally, TIFIA administrative charges, such as application fees, transaction fees, loan servicing fees, and credit monitoring fees are not eligible project expenses. Additional information on eligibility requirements can be obtained through <a href="http://www.fhwa.dot.gov/ipd/pdfs/tifia/03">http://www.fhwa.dot.gov/ipd/pdfs/tifia/03</a> tifia chapter 3.pdf. Table 5-3 summarizes the selection criteria and weighting for TIFIA loans.



Table 5-3: TIFIA Selection Criteria

Factor	Weight	
Private Participation	20.0%	
Environmental Impact	20.0%	
National or Regional Significance	20.0%	
Project Acceleration	12.5%	
Credit Worthiness	12.5%	
Use of New Technologies	05.0%	
Reduced Federal Grant Assistance	05.0%	
Consumption of Budget	05.0%	

A letter of interest, using US DOT's required form, must be submitted for a project to be considered eligible for TIFIA assistance. The letter of interest must include a detailed description of the project and an outline of the proposed financial plan, including the amount of the credit assistance requested. USDOT will review this preliminary submission to determine whether the project meets the basic requirements for TIFIA participation. TIFIA guidelines, letter of interest, and application forms can be accessed through the following link: http://www.fhwa.dot.gov/ipd/tifia/guidance\_applications/tifia\_applications.htm.

Three relevant TIFIA loan examples include: ReTRAC, the Las Vegas monorail, and the Denver Eagle P3 projects. ReTRAC involved constructing a 2.25-mile, \$264-million below-grade transportation corridor through downtown Reno. The city of Reno obtained \$73.5 million in TIFIA financing, which accounts for roughly 28 percent of total project cost. The TIFIA loans were secured by hotel room tax and sales tax receipts, prior to a restructuring executed in 2006, which enhanced the leverage and improved the all-interest cost while extending the payback period. The city repaid the original \$50.5 million loan with interest in 2006.

The Las Vegas monorail project represents the first urban grade fixed guideway system to be privately financed in the US. The Las Vegas Monorail Corporation (LVMC), a nonprofit entity formed to develop, own, and operate the facility, purchased the original monorail system from the original developer in 2000. Revenues are generated from transit fees and advertising. The project was partially financed with the issuance of over \$600 million in tax-exempt revenue bonds. The Clark County Board of Commissions approved a 75-year franchise agreement and land use permit, allowing the Las Vegas Monorail Company to extend the existing system into



McCarran International Airport to address future demand. This TIFIA loan project has been less successful.

The Denver Regional Transportation District (RTD) received a federal loan for up to \$280 million to advance construction on the 30-mile Eagle P3 commuter rail project, which will significantly expand transportation choices in the greater Denver area. The project is a two-pronged effort. The western segment of Eagle P3, known as the Gold Line, will serve the suburbs of Arvada and Wheat Ridge. The East Line will run from Denver's historic Union Station nearly 23 miles east to Denver International Airport and will connect to existing light rail and bus service.

#### **RRIF**

The RRIF program provides direct federal loans and loan guarantees to finance development of railroad infrastructure. TEA-21 established this program and SAFETEA-LU amended it. The program authorizes the FRA Administrator to provide direct loans and loan guarantees up to \$35 billion. Up to \$7 billion is reserved for projects benefiting freight railroads other than Class I carriers. This program has primarily funded freight railroads to date. The funding may be used to:

- Acquire, improve, or rehabilitate intermodal or rail equipment or facilities, including track, components of track, bridges, yards, buildings, and shops;
- Refinance outstanding debt incurred for the purposes listed above;
- Develop or establish new intermodal or railroad facilities;
- Provide direct loans to fund up to 100 percent of a railroad project, with repayment periods of up to 35 years and interest rates equal to the government's cost of borrowing; and
- Eligible borrowers include railroads, state and local governments, governmentsponsored authorities and corporations, joint ventures that include at least one railroad, and limited option freight shippers that intend to construct a new rail connection.

FRA requires that the project has fulfilled its NEPA obligations, as well as related laws, regulations, and orders for it to be eligible for the RRIF program. Compliance with NEPA may require preparing detailed environmental assessments, consultation with federal and state authorities, publication of documents, and public review and comment on these documents. Additionally, applicants must demonstrate the availability of a revenue stream or other

mechanism sufficient to cover interest and principal payments. Congress has never appropriated funding to offset the cost to the federal government for extending this credit to the railroad industry, nor has the government appropriated any funding to provide for federal consideration of the funding applications. As a result, RRIF loan applicants must pay a credit risk premium to offset the cost of borrowing from the government, and pay an application fee that reimburses the cost for the federal consideration of the loan application itself. The application fee and costs of loan application analysis can range from \$50,000 to \$100,000 per loan; and the credit risk premium, which depends on the creditworthiness of the applicant, could range from one to 12 percent of the total loan amount.

# Office of the Secretary, US DOT

# Transportation Investment Generating Economic Recovery (TIGER) Grants.

TIGER grant funding is awarded through a competitive selection process included as part of the 2009 ARRA. Applicants must demonstrate potential project benefits for multimodal connections, economic competitiveness, readiness, travel time efficiencies, safety, reductions in fuel consumption, and decreases in vehicle emissions. Each applicant can provide up to three separate applications. A total of 51 projects were awarded TIGER grants, for a total \$1.5 billion awarded in FY09; 42 recipients received capital grants and 33 recipients were awarded planning grants, for a total of \$0.6 billion in FY10. FY11 saw 46 projects selected, divided roughly equally among urban and rural projects, involving a total award of \$0.5 billion.

# **US Department of Commerce**

# **Economic Development Administration (EDA) Grants**

Another federal funding possibility, EDA of the US Department of Commerce, administers two project grant programs, Grants to Public Works and Economic Development Facilities and Economic Adjustment Assistance. These programs are intended, respectively, to promote long-term economic development in areas experiencing substantial economic distress, and to assist states and local interests with strategies to bring about a change in the economy, focusing on areas under serious economic damage.

# **State**

#### **User Fees**

State funding, particularly through user fees, may be a potentially viable approach for funding and financing either passenger or freight rail projects. User fees can include hotel, rental car, or



parking, and vehicle registration. Hotel fees were used to support the development and to secure TIFIA funding for Reno's Re-TRAC project. User fees can also be used to secure Nevada state-issued bonds.

# **Bond Funding**

Current statutes limit maturities for revenue bonds backed by sales and gas tax revenues to 20 years. Funding can be derived from the following:

- State-issued debt can include: general obligation bonds and revenue bonds backed by gas or sales tax revenues. These instruments cannot have maturities longer than 20 years;
- State-issued debt for revenue bonds backed by user fees. State Securities Law permits maturities up to 50 years;
- State lease-purchase agreements;
- Federal TIFIA bonding: no express state legislation permits TIFIA, although NRS 405.549 may allow it under general authority;
- Federal PABs administered through the Department of Business and Industry.
   Guidelines may be different from FHWA's. PABs are subject to IRS Code 26, Section 142m; and
- Privately-issued bonds, or bank loans.

# State-Funded Passenger and Freight Rail Programs in the U.S.

The majority of funding and loan programs in other states are dedicated to freight rail, although some states have developed a limited number of funding programs for both project types. **Table 5-4** lists the programs in other states, which illustrate the differing strategies used to support developing, building, and rehabilitating passenger and freight rail.

Neighboring-state Oregon's program offers a good example for Nevada. Oregon selects its projects based on a review of: whether the project reduces transportation cost for Oregon businesses; whether it benefits or connects two or more modes; whether it is a critical link in a statewide or regional transportation system; how much of the cost can be borne by applicants; whether the project creates construction and permanent jobs in the state; and whether the project is ready for construction.



Table 5-4: State-Funded Passenger and Freight Rail Programs

State	Program Name	Program Information	Program Details
Florida	Florida Department of Transportation (FDOT) Work Program	Funds for rail projects are channeled through the FDOT Work Program. Roughly \$16.43 billion in funding is generated from fuel tax receipts, vehicle registration, aviation, and rental car fees, which are deposited into the State Transportation Trust Fund. Federal contributions account for 15 to 35 percent of FDOT's Work Program funds, depending on the fiscal year allocation.	Funding is administered through FDOT's Office of Work Program (OWP)  http://www.dot.state.fl.us/programdevelopmentoffice/Development/PDFInstructions/PARTIL.pdf
New York	Passenger & Freight Rail Assistance Program (PFRAP)	Funds are made available to build and improve passenger and freight rail projects, including acquiring, constructing, reconstructing, improving, or rehabilitating any railroad capital facility. Funds are allocated according to specified objectives.	Counties, cities, towns and villages, public authorities, or public benefit corporations may apply for publicly-owned rail and port facilities, or they may sponsor projects for privately-owned facilities. Common-carrier or tourist railroad corporations are also eligible. Local match varies.
Oregon	Connect Oregon	Oregon created a program for allocating \$100 million in lottery-backed bonds to connect the highway system to other modes, including rail, air, marine, and transit. The program is administered through a performance-based application review process.	At least 10 percent of ConnectOregon funds must be distributed to each of the five regions of the state, provided that each region has qualified projects.
Virginia	Rail Enhancement Fund	The Rail Enhancement Fund, which was created in 2005, is the first dedicated revenue stream for investment in rail infrastructure in Virginia's history. The fund supports improvements for passenger and freight projects. At least 90 percent of program funds must be spent on capital improvements.	The program goals are to accelerate construction, encourage competition and economic development, limit the state's long-term liability, optimize public benefits, and improve the effectiveness of the transportation system. Passenger rail operators, freight rail operators, businesses, local governments, and non-profit organizations are eligible to apply.



### Local

Local funding sources are used primarily for improving the mobility of local residents, which largely involves passenger rail projects, although they can be used for freight projects (e.g., grade-crossing improvements, rail relocation projects, etc.). Potential sources of local funding can include the following:

- Bonds, which can be backed by general fund revenues, property taxes, sales taxes, or impact fees that are charged to developers, and other user fees;
- Tax Increment Financing (TIF), which is a local economic development financing tool
  used at the discretion of the municipality in conjunction with other local taxing
  authority, e.g. county governments, community college districts, school, and hospital
  districts, etc.; and
- Donation of land and/or buildings that local governments own, which are located on or adjacent to a rail facility. In particular, public agencies have been able to use this land to encourage commercial and residential development in close proximity (1/4 to 1/2 mile from the station area), which can generate property and sales tax revenues.

# 2. Financing for Passenger Rail Improvements

This section discusses the grant programs and other potential funding and financing sources that are only applicable for passenger rail projects.

#### FRA

#### PRIIA

PRIIA authorized \$1.9 billion over a period of five years, beginning in 2009, for capital grants to states for facilities and equipment required for new and improved passenger rail along with \$2 million annually for small capital projects. PRIAA authorized \$325 million in "congestion grants" to be made available to Amtrak and states during FY09 to FY13 for high-priority rail corridors, which will help increase capacity along certain lines, reduce congestion, and facilitate ridership. Amtrak and the states can also apply for capital project grants from the \$1.5 billion authorized for the high-speed rail corridor development program. PRIIA includes two sections: (i) Division A, which focuses on the FRA's reauthorization and rail safety (Rail Safety Improvement Act of 2008); and (ii) Division B, which reauthorizes the National Passenger Railroad Corporation (Amtrak) among other purposes. Relevant Division B sections include:

- State Grant Programs for Rail Projects (Section 105 of PRIIA). This funding is
  intended to support projects that increase railroad safety and public awareness of
  railroad safety. It is not yet appropriated for FY10 to FY13.
- State Capital Grant for Intercity Passenger Rail (Section 301 of PRIIA). A total of \$380 million per year is authorized for grants to states for the capital costs of facilities and equipment necessary to provide new or improved passenger rail service. The US Secretary of Transportation will administer these grants, which provide a federal share of up to 80 percent of the total capital costs, through FRA.
- Congestion Grants (Section 302 of PRIIA). An average of \$65 million is authorized
  out of the intercity passenger rail program for projects to reduce congestion in
  bottlenecks on high-priority corridors. These grants will support projects to reduce
  congestion, facilitate ridership growth, or improve on-time performance and reliability
  of intercity passenger rail services.
- High-Speed Rail (Section 501 of PRIIA). \$1.5 billion over five years (\$300 million/year) has been authorized for grants to states to develop high-speed rail (reasonably expected to reach speeds of up to 110 mph) in federally-designated corridors. FRA awards these grants on a competitive basis. The states are required to provide a 20-percent match for the federal funding.
- Public-Private HSR Concepts (Section 502). Although PRIIA does not directly fund P3s, PRIIA encourages P3s through a call for proposals for the financing, design, construction, operation, and maintenance of high speed rail services operating within one of the designated high speed rail corridors, or the Northeast Corridor. FRA initiated the process with a Request for Expressions of Interest published in the Federal Register on December 16, 2008. PRIIA states that eligible projects are to be advanced to commissions for review; and that meritorious projects are to be recommended to the DOT Secretary and subsequently to Congress for action.

#### FTA

SAFETEA-LU also authorized transit funding, and FTA currently has 19 grant programs, which are named in accord with their USC Title 49 section number. Major transit programs include:

• Section 5307 grants, which cover capital and operating expenses for urban areas larger than 50,000 inhabitants. Eligible capital expenses include: planning, design,

and construction of fixed guideway systems and passengers stations, and the acquisition of rolling stock and buses. Funds are apportioned directly to designated local recipients in urbanized areas with a population greater than 200,000. Operating assistance is not an eligible expense in these areas. Funds are apportioned to the governor of each state for distribution in urbanized areas with fewer than 200,000 residents. Section 5307 grants fund 80 percent of eligible projects and require a 20-percent local match.

 Section 5309 grants provide funding for: (i) new and replacement buses and facilities; (ii) modernization of existing rail systems; and (iii) new fixed guideway systems. Funds are allocated on a discretionary basis to eligible public agencies. New transit initiatives include: heavy and light rail, commuter rail, monorail, automated fixed guideway system, busway, high occupancy vehicle lanes, or an extension of any of these facility types.

# Passenger Rail Funding Programs in Other States

Other state's grant and loan programs specific to passenger rail are presented in **Table 5-5** as illustrations of the strategies used to support passenger rail improvements.



Table 5-5: Passenger Rail Funding Programs in Other States

State	Program Name	Program Information	Program Details
California	California High-Speed Rail Authority	Proposition 1A, which was enacted in November 2008, approved issuing \$9.95 billion in general obligation bonds to partially fund a \$40-billion, 800-mile high speed train under the supervision of the California High-Speed Rail Authority.	N/A
Florida	Florida New Starts Program (NSTP)	The primary purpose of the Florida New Starts Program (NSTP) is to provide funding support to position Florida transit projects competitively compared with other projects in the country and to capture federal transit funding for expensive projects. NSTP provides transit agencies with up to a 50-percent match of the non-federal share of project costs for transit fixed guideway (rail transit and bus rapid transit) projects and facilities that qualify under the FTA New Starts Program. This program also allows a 50-percent match of local funds towards projects funded with state and local funds.	NSTP considerations in transit project funding decision-making include: (i) compliance with federal and state policies and guidelines; (ii) coordination with regional projects and programs; (iii) consistency with local, regional, and state plans and programs; (iv) local financial, land use, and growth management policy commitments; (v) potential to leverage federal transit discretionary funding; and (iv) location on dedicated right-of-way.
Ohio	Ohio Rail Tourism	The Ohio Rail Development Corporation (ORDC) within ODOT works with other state agencies to help provide needed funds to acquire, build, and rehabilitate rail infrastructure.	The goals of the program are to promote local economic development through rail tourism activities and to support scenic railroads and museums.
Pennsylvania	Rail Passenger Capital Program	This program administers both state and federal funds for intercity passenger rail service. It involves reimbursement for capital costs. Both federal and state funding sources are utilized.	Capital projects currently administered under this program include: the Keystone Corridor Improvement Project, which focuses on providing faster passenger rail travel speeds between Philadelphia and Harrisburg, and the Lackawanna Cut-Off Restoration Project.



# 3. Financing for Freight Rail Improvements

This section outlines the federal grant programs and other potential funding and financing sources that are only applicable to freight rail improvements.

### **FRA**

# Railroad Rehabilitation and Repair Program (RRR)

This program authorizes the US DOT Secretary to provide \$20 million in grants to states applying for FRA RRR funding to cover up to 80 percent of the cost of a project to repair and rehabilitate Class II and Class III railroad infrastructure that hurricanes, floods, and natural disasters damage, provided that the infrastructure is located in a county that the President designates as a Disaster Declaration for Public Assistance county. Class II and Class III railroad infrastructure eligible for repair and rehabilitation consists of railroad rights-of-way, bridges, signals, and other infrastructure that are part of the general railroad system of transportation and primarily used to move freight traffic. Non-federal sources in the form of cash, equipment, or supplies must cover at least 20 percent of the cost of eligible repair and rehabilitation projects.

# Rail Line Relocation and Improvement Capital Grant Program (RLR)

States, political subdivisions of states (such as a city or county), and the District of Columbia are eligible for RLR grants. Most of this program's funds are earmarked for specific projects, with the remainder available for competitive grants. Pre-construction activities (e.g., preliminary engineering, design, and costs associated with project-level NEPA compliance), are considered part of construction and, are therefore eligible for funding; however, activities, such as planning studies and feasibility analyses, are not eligible for funding. Grants may only be awarded for construction projects that improve the route or structure of a rail line and: (i) are carried out for the purpose of mitigating the adverse effects of rail traffic on safety, motor vehicle traffic flow, community quality of life, or economic development; or (ii) involve a lateral or vertical relocation of any portion of the rail line.

# **FHWA Discretionary Grants**

# Railway-Highway Crossing Hazard Elimination in High-Speed Rail Corridors

This program provides funding exclusively for improvements in highway-rail grade crossings on federally-designated high speed rail corridors. Proposed projects are expected to improve the safety of or to eliminate a hazard at a public or private rail-highway grade crossing. SAFETEA-LU (Section 1103) authorized \$15 million in FY09; and Congress extended \$15 million in funding

for this program in FY10 and in FY11. Potential projects must achieve at least one of the characteristics or activities listed below:

- Improvements at public or private grade crossings;
- Installation of or upgrade to crossing signal equipment;
- Crossing closure;
- Grade separation;
- Pedestrian crossing improvements;
- Development or evaluation of a crossing safety plan;
- Track circuitry improvements to activate warning devices;
- Integration of crossing warning systems with advanced train control, signal preemption, and intelligent highway traffic control systems; and
- Other civil or utility improvements, such as improved lighting and sight distance.

Ineligible activities under this program include resurfacing grade crossings for maintenance purposes, upgrading grade crossing signal equipment for maintenance purposes, and implementing quiet zones. FHWA and FRA review the applications and select projects, based on the following criteria:

- Improves safety at a crossing that has recent activity or high potential for accidents between pedestrian and/or vehicular traffic and high speed rail or intercity passenger rail operations;
- Upgrades a crossing or a series of crossings to create a "sealed corridor" segment, using advanced warning technology, four-quadrant gates, or median separators with preference for crossing closures;
- Supports a high speed rail corridor Service Development Plan;
- Is included on a corridor with active high speed rail or intercity passenger rail service;
- Improves existing high speed rail or intercity passenger rail service, as measured by additional service frequencies, estimated increases in ridership, operational reliability, average and/or top operating speeds, or reductions in trip times, and other related factors; and
- Demonstrates support from key project partners, including the infrastructure owning railroad, local governments, and other relevant stakeholders.



FHWA and FRA may also take into account the extent to which the proposed project is integrated with high speed rail investments, corridor location, project delivery and implementation, and any other potentially relevant factors.

## Section 130 Highway-Rail Grade Crossing Program

The FHWA Section 130 Highway Railroad Grade Safety Crossing program provides grants to improve rail-highway grade crossings that enhance safety, including: (i) separating or protecting grade crossings; reconstructing existing railroad grade crossing structures; (ii) and relocating highways or rail lines to eliminate grade crossings. FHWA Section 130 Program funds can be used for freight rail projects, provided that the projects improve safety at grade crossings. This may include a variety of methods, such as installing warning devices, eliminating at-grade crossings by grade separation or consolidation, and closing crossings. Work may also include replacing crossing surfaces, improving road approaches, installing new gates/flashers, and installing other safety signal equipment, as well as for eliminating crossing hazards. For example, any repair, construction, or reconstruction of roads and bridges that a project affects would be eligible. In general, federal funding is available for up to 90 percent of project costs, with a 10-percent local match. The federal share may amount to 100 percent for certain projects, such as active warning devices and crossing closures.

NDOT receives approximately \$1.1 million per year in Section 130 funds for its Railroad Safety Program. Available and obligated funds for Nevada were:

- 2009: \$1,100,000 available with \$1,782,607 obligated;
- 2010: \$1,100,000 available with \$2,382,109 obligated; and
- 2011: \$1,486,670 available with \$1,361,092 obligated.

# Freight Intermodal Distribution Pilot Program

The freight intermodal distribution pilot program was enacted under SAFETEA-LU (Section 1306) and provides grants of up to one million dollars per project per year to develop intermodal freight facilities. The grants provide capital funds to address freight distribution and infrastructure needs at intermodal freight facilities and inland ports. Grant funds from this \$30 million program have been authorized for six projects to date. Applicants for funds under this program need to provide the following information to the FHWA Division Office:



- Statement of Purpose A detailed project description, including an explanation of how the project will help relieve congestion, improve transportation safety, facilitate international trade, and encourage P3s, along with contact information for the project's primary point of contact. The statement of purpose should also identify ways in which the project will establish or expand intermodal facilities to encourage the development of inland freight distribution centers.
- Scope of Work Complete list of activities to be funded through the grant.
- Project Map Schematic depicting the project and connecting transportation infrastructure.
- Cost Estimate Detailed quantification of project costs by activity, including contingency.
- Stakeholder Identification List of all public and private project partners and the role each will play in executing the project.
- **Funding Disclosure** Identification of all funding sources that will supplement the grant and that are necessary to fully fund the project, plus the anticipated dates on which the additional funds are to be made available.
- **Timeline** Delineation of project timeline, including work to be completed and anticipated funding cycles.
- **Project History** Results of any preliminary engineering done to date.
- **Transportation Planning** State DOT validation that the project is or will be included in the appropriate planning documents (TIP/STIP).
- Coordinated Planning Demonstration that the TIP/STIP conforms to the State Implementation Plan for projects in air quality maintenance and non-attainment areas.
- Environmental Process Status and timeline for the environmental process, including NEPA.



# US Department of Agriculture (USDA) Community Facilities Direct and Guaranteed Loans

The USDA Rural Housing Service's Community Facility Program offers loans to: construct, enlarge, extend, or improve community facilities; provide essential services; and/or improve safety in rural areas and towns with a population of 20,000 or less. Eligible transportation-related community facilities include transportation infrastructure for industrial parks and railroads. Applicants must have the legal authority to borrow and repay loans, to pledge security for loans, and to construct, operate, and maintain the facilities. They must also be financially sound and able to organize and manage the facility effectively.

# US Internal Revenue Service (IRS) Railroad Track Maintenance Tax Credit

The Railroad Track Maintenance Credit authorized under Section 45G of the Internal Revenue Code provides tax credits to qualified taxpayers for expenditures on railroad track maintenance on trackage that Class II or Class III railroads own or lease. The amount of the tax credit provided can equal up to 50 percent of the qualified railroad track maintenance and rehabilitation expenditures. Qualified railroad track expenditures include all expenditures for maintaining and rehabilitating railroad track, involving roadbed, bridges, and related track structures. Eligible taxpayers qualifying for this credit include any Class II or Class III railroad and any person transporting property on a Class II or Class III railroad facility, or furnishing railroad-related property or services to a Class II or a Class III railroad on miles of track that the railroad has assigned to that person. The maximum credit allowed under this program is \$3,500 per mile of railroad track owned, leased, or assigned to an eligible taxpayer. This credit program was made available in 2004 for a three-year period from December 31, 2004 to December 31, 2007. The credits can be carried forward for a 20-year period for eligible taxpayers who do not have enough taxable income to make full utilization of the credit.

# **Freight Programs in Other States**

Grant and loan programs from other states that are specific to freight rail projects are presented in **Table 5-6** as illustrations of the strategies used to support freight rail improvements.



**Table 5-6: Freight Programs in Other States** 

State	Program Name	Program Information	Program Details
Maine	The Industrial Rail Access Program (IRAP)	IRAP offers 50/50 matching funds to private businesses that are looking to upgrade sidings, switches, and other rail infrastructure to use rail to move their products.	Projects are rated in terms of: (i) job creation; (ii) new investment; (iii) intermodal efficiencies; (iv) private percentage of cost; (v) decrease in air emissions; (vi) decrease in highway congestion; (vii) decrease in highway maintenance costs; (viii) logistics cost savings; (ix) rail service improvements; and (x) benefit-cost ratio.
Michigan	Michigan Rail Loan Assistance Program (MiRLAP)	MiRLAP is a revolving loan program designed to contribute to the stability and growth of the state's business and industries by helping to preserve and improve rail freight infrastructure. The program awards no-interest loans on a competitive basis to fund rail infrastructure preservation projects, such as track rehab and bridge/culvert repair projects.	Up to 90 percent of a project's eligible costs can be covered, with a repayment period of up to 10 years
Mississippi	Local Government Revolving Loan Program	Low interest loans up to 15 years at one percent less than the Federal Reserve Discount Rate. Loans are made from the Mississippi Development Authority to counties or municipalities.	Program requires official certification that the project meets American Railway Engineering and Maintenance-of-way Association (AREMA) and FRA standards and other compliance requirements.
North Carolina	Rail Industrial Access Program	The North Carolina Department of Transportation (NCDOT) helps to fund the cost of constructing rail tracks (up to 50 percent of total project costs), provided that the project supports a new business or a business expansion.	Eligible recipients include local governments, community development organizations, and railroads. Eligible projects involve building or rehabilitating railroad spur tracks.
Ohio	Ohio Rail Development Commission Rail Safety Programs	The Ohio Department of Transportation (ODOT) allocates \$15 million per year in Hazard Elimination and Surface Transportation Program funds for highway-railroad grade crossing safety improvements, or corrective activity designed to alleviate a highway-railroad safety problem.	Eligible projects include: warning device improvements, crash reduction, eliminating flashing light signals on highways, eliminating cross bucks, circuitry upgrades, grade crossings, and grade separations.



State	Program Name	Program Information	Program Details
Pennsylvania	Rail Freight Assistance Program (RFAP)	The Pennsylvania DOT's Rail Freight Assistance Program provides financial assistance for rail freight infrastructure projects that preserve essential rail freight service and/or stimulate economic development through improved or new rail services. Pennsylvania allocated \$10.2 million for investment in freight infrastructure in March 2008.	Maximum funding for an eligible RFAP project is up to 70 percent of total project cost, not to exceed \$700,000. Funding for the new construction portion of a RFAP project cannot exceed \$250,000. Final grant award is based on the actual bid costs.
Tennessee	Short Line Railroad Rehabilitation Program	The Short Line Railroad Rehabilitation Program is funded by a tax on diesel fuel that aeronautics, railroads, and towboats use. The program is split into track rehabilitation and bridge rehabilitation with initiatives requiring a 10 percent match. The program has awarded \$66.87 million over the past ten years.	N/A
Texas	Texas Rail Relocation and Improvement Fund	This Texas RRIF program was created in 2005 and helps share the cost of relocating and improving public and private rail facilities. The fund can be used to improve freight mobility and relieve congestion. The state and the railroads share the cost of relocation in proportion to the benefit each entity receives for improvements.	N/A
Virginia	Rail Industrial Access Program	More than \$20 million has been distributed through this program since 1986.	N/A
Virginia	Rail Preservation Grant Program	This grant program provides grants or loans for short line operations and requires a 30-percent match.	Local government, authorities, agencies, and the non-public sector are eligible. Loans are only available to large railroads.
Wisconsin	Freight Railroad Infrastructure Improvement Program (FRIIP)	FRIIP provides funding for the following types of railroad projects: (i) connecting an industry to the national railroad system; (ii) making improvements to enhance transportation efficiency, safety, and intermodal freight movement; (iii) rehabilitating a rail line; and (iv) completing rail-related projects in a timeframe that would not otherwise be possible. Grants account for 80 percent of total project costs.	FRIIP provides low interest loans to government agencies, railroads, or directly to businesses, and must be repaid within 10 years. Projects are subjected to a BCA. Reductions in highway maintenance cost from the diversion of traffic to rail can be considered as a benefit.



# 4. Eligible Uses of Federal Funding Programs

**Table 5-7** summarizes the restrictions on the use of federal funds, which vary by program. Federal grant and lending programs primarily encourage the use of federal funds for project management and capital improvements. Federal funding programs that allow for planning activities are limited to HSIPR grants and FY10 TIGER grants. This table includes funding and financing programs that are used for passenger projects, freight improvements, or both types of projects.

Table 5-7: Eligible Uses of Federal Funding Programs

Funding Source	Planning	Project Development	Project Management	Capital Improvements	Operations
Fixed Guideway Modernization			✓	✓	
New Starts		✓	$\checkmark$	$\checkmark$	
AMTRAK			✓	$\checkmark$	✓
HSIPR	$\checkmark$	✓	✓	$\checkmark$	
RRR			✓	✓	
Grade Crossings		✓	✓	✓	
TIGER <sup>1</sup>	✓		✓	✓	
RRIFs		✓	✓	✓	
TIFIA			✓	$\checkmark$	

Source: USDOT

# 5. Potential Funding Sources for Planned Passenger and Freight Rail Projects in Nevada

**Table 5-8** identifies potential sources of funds for significant projects discussed in this document. Funding information has been drawn from publicly-available information. Certain federal grant and loan programs for which projects may potentially be eligible are identified as a possible funding source.



<sup>1.</sup> Appropriations for FY10 allowed TIGER grants to be used for planning purposes.

Table 5-8: Potential Funding and Financing

Project	Possible Funding and Financing Sources	Time Frame (years)	Estimated Cost (\$M)
Conventiona	Passenger Rail/High Speed Rail		
X-Train between Fullerton and Las Vegas	Equity: Listed on the NASDAQ and Private Offering; Bonds	0-5	N/A
DesertXpress service between Las Vegas and Victorville, CA	Federal loan and bond issues. Farebox revenue estimate is \$200 million in Year 1, \$720 million in Year 10, and \$1.1 billion in Year 20.	0-5	\$6,500
Restore <i>Desert Wind</i> service between Salt Lake City, Las Vegas, and Los Angeles	Farebox revenues estimated to \$18.7 million per year (2006\$), PRIIA	6-20+	\$3,472
Rail service between Emeryville, Sacramento, Salt Lake City, and Reno for 2022 Winter Olympic Games bid	N/A	6-20+	N/A
Develop consolidated Amtrak/Thruway Bus/Greyhound/local bus terminals in Elko, Winnemucca, Sparks, Reno, Las Vegas, and Laughlin	FTA grants, TIGER grants, and revenues from concessions, leases, and advertising	6-20+	N/A
California-Nevada Interstate Maglev between Las Vegas and Anaheim, CA (269 miles)	Farebox revenues, High Speed Intercity Passenger Rail (HSIPR) Grants, PRIAA, and TIFIA Loans	6-20+	\$12,105
California-Nevada Interstate Maglev between Las Vegas and Primm/ Ivanpah Airport/CA state line (40miles)	Farebox revenues, HSIPR Grants, PRIAA, and TIFIA Loans	6-20+	\$1,800
WHSRA long-term proposal for high speed rail between Denver, Salt Lake City, Reno, and San Francisco	N/A	6-20+	N/A
Golden Triangle high speed service between Las Vegas, Phoenix, and Los Angeles	N/A	6-20+	N/A
Multimodal transportation hub at Nevada high-speed intercity passenger rail termini, notably Las Vegas	Federal STP and TCSP grants, private capital	6-20+	N/A
	Excursion Rail		
Extend Nevada Northern Railway four miles between McGill Junction and McGill Depot	Private capital; farebox revenues	0-5	N/A
Extend the V&T about five miles to the east side of Carson City, plus refurbish equipment and update stations	Private capital; farebox revenues	0-5	N/A

Project	Possible Funding and Financing Sources	Time Frame (years)	Estimated Cost (\$M)
Extend Southern Nevada Railway seven miles in city of Henderson	Private capital; farebox revenues	0-5	N/A
	Freight Rail		
Upgrade the Weso crossover from 20 mph to 50 mph with power switches	N/A	0-5	N/A
Nevada Sub Siding, Phase 1—Patrick and Rose Creek	N/A	0-5	N/A
Phase 2 UPRR Nevada Sub sidings - construct Oreanna; construct Valery; and extend Massie	N/A	6-20+	N/A
Elko CTC-UPRR Phase 2	N/A	6-20+	N/A
Replace second track and upgrade to CTC on Donner Pass in CA	FRA RLR grants	6-20+	N/A
Advance White Pine (Nevada Northern Railway) Shortline	STB granted S&S Shortline Leasing, LLC an exemption in 2009. Revenues must be less than \$5 million annually.	6-20+	N/A
Northern and southern Nevada inland port projects	Private capital; local government agency easements and leasing of right-of-way; issuing of franchises. US Department of Commerce EDA grants.	6-20 +	N/A
Relocate transload facility and associated trackage out of Fallon	Private capital; USDA Community Facilities Loans	6-20+	N/A
	Rail-Highway Grade Crossings		
Airport Road, Winnemucca	Federal Section 130 funds.	0-5	N/A
Gerlach, Washoe County	Federal Section 130 funds.	0-5	N/A
SR 306, Golden Acres Rd South, Beowawe, NV–crossing surface	Federal Section 130 funds.	0-5	N/A
SR 306, Golden Acres Rd North, Beowawe, NV	Federal Section 130 funds.	0-5	N/A
SR 306, Golden Acres Rd South, Beowawe, NV-gates	Federal Section 130 funds	0-5	N/A
Wyoming and Oakey, Las Vegas or related crossing improvement	STP, Clark County, Federal Section 130 funds.	6-20+	\$78



# F. Needed Rail Planning Studies

# 1. Recent and Current Passenger and Freight Rail Studies

NDOT completed a multi-state effort evaluating air, rail, and highway passenger and freight movements in the I-15 corridor between Salt Lake City, Las Vegas, and Los Angeles in July 2012. This study, called the I-15 Mobility Alliance, did not focus on specific potential passenger or freight rail improvement projects in this corridor. Amtrak completed an evaluation of the former Desert Wind passenger service in this Salt Lake City, Las Vegas, Los Angeles corridor as part of its September 2010 PRIIA PIP and determined that reinstating service would complement California Zephyr ridership, but would require host railroad negotiations and federal funding to cover the capital and operating funding required to reinstate the service. Accordingly, Amtrak elected not to move forward at this time.

While the above recently-completed studies address passenger rail movement in the Salt-Lake-City-to-Las-Vegas corridor for the near term, a number of other studies are currently under way or just beginning that will address passenger rail connecting Reno, Las Vegas, Phoenix, Sacramento/San Francisco Bay area, and Los Angeles among other large-city destinations.

FRA and NDOT are currently conducting transportation studies involving existing and proposed passenger and freight rail corridors in Nevada and adjacent states. These studies are addressing both passenger and freight rail services affecting Nevada; they are briefly described in this Chapter's **Section B**. They include the following:

- FRA Southwest Multi-State Rail Planning Study: This study is a regional network planning study, covering three states Nevada, California, and Arizona, where several passenger rail projects are in operation, development, or proposed, involving northern and southern Nevada. It is focused on intercity passenger rail, both conventional and high speed, addressing ridership and other factors that are affected by a multi-corridor multi-state service operation, as opposed to a single corridor study. It is scheduled to be completed by late summer 2012.
- <u>Connecting Nevada Study</u>: This study is developing a statewide multimodal evaluation, including both passenger and freight rail in the short- and long-range. It is scheduled to be completed in October 2012.



- Multimodal Multi-State Framework Study: NDOT is advancing a multimodal framework study for a potential multimodal transportation corridor between Mexico and Canada. The framework study includes consideration of passenger and freight rail, along with a new interstate highway, and could potentially connect Las Vegas and Reno with one or more of these modes. A key component of this study will focus on connecting Phoenix and Las Vegas with highway and potentially with separate or combined passenger and freight rail. The study is just being structured and does not yet have a scheduled completion date.
- Inland ports: NCED is advancing a state plan for inland ports scheduled to be completed by June 2012. This study is anticipated to address providing such facilities, likely including freight rail, in both northern and southern Nevada.

# 2. Potential Passenger and Freight Rail Studies

Some of the projects considered in this plan are candidates for further study and preliminary planning, notably, the Reno-Tahoe bid for the 2022 Winter Olympic Games and the multimodal passenger hub near Las Vegas.

# Reno-Tahoe Bid for 2022 Winter Olympic Games - Transportation Study

The Reno-Tahoe Winter Games Coalition is in the early stages of preparing a bid to host the 2022 Winter Olympic Games. Transportation is a key component to the success of getting selected and successfully hosting a large-scale event, such as the Winter Olympic Games. Amtrak's *California Zephyr* currently operates one trip per day in each direction between Salt Lake City, Reno, Sacramento, and Emeryville. Additional passenger rail service could be used to move participants and athletes to the host city and to other cities with international airport connections and additional venues that could be used to meet the demanding requirements of an Olympic event. San Francisco, Sacramento, and Salt Lake City passenger rail connectivity could enhance the potential of these cities to supplement a Reno-Tahoe bid. Further study will be required to determine the needed amount and potential availability of passenger rail equipment in 2022 and to determine what rail line infrastructure improvements will be needed to be able to use the privately-owned rail line linking these cities intensively for a short period of time, including operating agreements.



# **Multimodal Hub Study**

As the multiple studies currently underway begin to better define the requirements associated with accommodating high speed rail services in Las Vegas and as the DesertXpress project progresses, Nevada should take the opportunity to develop a plan for a single optimally-cited hub that can accommodate all of the needed modes, including air, high speed intercity passenger rail, transit (including potentially the Las Vegas monorail), etc. The proposed Ivanpah International Airport has been suggested for this role. Planning for this proposed airport has currently stalled because of the down economy. With better definition of needs from the currently underway studies and an advancing DesertXpress project, the Ivanpah site should be revisited to confirm if it is the best choice, and if so, then planning for its true multimodal role should be advanced. The study should address the feasibility of the hub and evaluate key components of the project, including:

- Site location and area
- Point of access for a rail line(s)
- Types of modes needed to serve the site
- Managing agency for the hub
- Capital and operating cost estimates
- Funding plan.

This initial study is intended to flesh out the details of the project so that a site can be secured and gain support from the public/stakeholders early in the process.

# **Elko Platform Evaluation**

The separate east- and westbound platforms at Elko have occasionally caused some confusion among late night passengers. NDOT is working to enhance signage, although additional improvements may be needed. This small-scale issue could warrant a small-scale investigation to see if Amtrak operations, if very carefully coordinated with the host railroad, might be capable of being adjusted to improve the situation without adversely affecting freight operations in any way. This investigation should consider accommodating Greyhound with local transit service into a consolidated facility with Amtrak.



# G. Implementation Strategy for Passenger and Freight Rail Capital Projects

Nevada's largest markets, which have the potential to support passenger rail, are in the Reno area, which has passenger service on Amtrak's *California Zephyr* (along with Elko and Winnemucca across northern Nevada), and Las Vegas in southern Nevada, which does not have passenger rail service today. The Reno passenger rail market is connected most directly with Salt Lake City to the east and Sacramento to the west. The Las Vegas passenger rail market could and eventually should be connected with the most proximate larger-market cities that surround it, notably, Salt Lake City, Phoenix, and Los Angeles. Connecting the state's two largest passenger rail markets remains a long-term goal. Excursion rail projects can offer economic development opportunities.

UPRR dominates Nevada's freight rail; BNSF also provides service for large parts of the state. Improving freight rail operational efficiency can increase more energy-efficient rail shipments, reducing highway truck requirements and air pollution, as well as improving on-time passenger rail performance. Rail-highway grade crossing improvements reduce crashes and fatalities.

The 2012 Nevada State Rail Plan calls for the state to assist in advancing a number of projects to address passenger rail, excursion rail, freight rail, and rail-highway grade crossings. The 2012 state rail plan projects are categorized as short, mid-, and long-term projects, based on when they may be implemented. These recommended projects are detailed in this document and summarized below as follows:

#### Short-term (0-5 years) Projects:

- 1. X-Train efforts
- DesertXpress
- 3. UPRR Weso crossover improvements
- 4. Nevada Sub Sidings, Phase 1—Patrick and Rose Creek
- 5. Excursion rail extensions Nevada Northern Railway, V&T Railroad, and Southern Nevada Railway
- 6. Annual rail-highway grade crossing program



#### *Mid-term* (6-20-years) *Projects:*

- 1. Developing consolidated intercity and intracity bus/rail terminals in Elko, Winnemucca, Sparks, Reno, Las Vegas, and Laughlin
- 2. Rail service for bid to host 2022 Winter Olympic Games, pending further study
- 3. UPRR Phase 2 improvements, involving Oreanna, Valery, and Massie sidings; Elko CTC; and California Donner Pass second track replacement and CTC upgrade
- 4. White Pine (Nevada Northern Railway) Shortline track upgrades
- 5. Fallon transload facility relocation
- 6. Northern and southern Nevada inland port projects

#### Long-term (20+ years) Projects:

- 1. WHSRA northern Nevada and Golden Triangle initiatives and NDOT multi-state multimodal framework study
- 2. Multimodal high speed rail transportation hub in Las Vegas area

NDOT is the lead on coordinating, prioritizing, and advancing the annual rail-highway grade crossing improvement program, in cooperation with NPUC and local participants, which is funded with FRA dollars and a UPRR match.

NDOT or a local entity, could take the lead on developing a future multimodal high speed rail transportation hub, affecting Clark County. NCED is the lead on the state's inland port legislation, which calls for rail to be among the modes considered for any such site developed in Nevada. The other projects on the list involve third-party initiatives for passenger and freight rail improvements, from both the private and public sectors for passenger rail, or from local/county initiatives for rail projects.

NDOT can work to enhance its internal coordination for rail-related opportunities. For example, rail and road safety programs can include consideration of ITS possibilities to enhance intermodal operations, such as relating a signal pre-emption to a nearby rail-highway grade crossing or sharing more system data to coordinate rail and highway activities. DesertXpress will be required to connect with Las Vegas' FAST management center, according to the FHWA ROD for the high speed rail project.

NDOT should be involved in working to advance each of the projects recommended in the state rail plan. NDOT's role should be to coordinate with other agencies of government and other states and the US DOT agencies, as well as the private sector to advance the projects. In

addition, NDOT needs to stay in touch with rail interest groups, such as the American Trails Association, which recently secured rights to the former Modoc Sub right-of-way. NDOT may facilitate dialogue among interested and involved parties to advance projects, host meetings, conduct studies, maintain a dialogue with passenger and freight rail interests, and write grants for funding. Even though a project may be listed as mid- or long-term, based on when it may be completed, studies and other activities should be advanced in the short-term to be able to reach the longer-term implementation objective. In some cases, the state legislature could be called on to provide funding or tax credits for particularly meritorious projects, perhaps along the lines of the progressive ConnectOregon bond financing program.

NDOT needs to take a number of steps to successfully advance these projects.

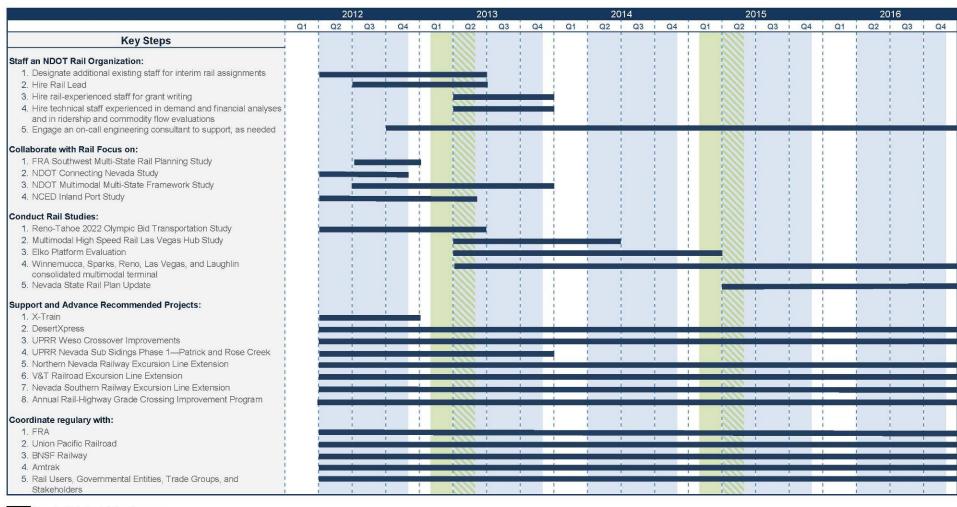
- NDOT needs to hire a Rail Lead with industry knowledge whose primary and largely
  exclusive responsibility will be to advance these state rail plan projects. This individual
  will be the go-to person for all rail issues that arise at NDOT. This position will need to
  be fitted in at the appropriate level in NDOT's existing multimodal management
  structure.
- 2. NDOT will need to support the new rail lead with a staff of rail-experienced persons with specific project responsibilities. This staff should include a contingent specialized in writing grants. Federal grants and loans usually have fairly detailed eligibility and selection requirements. These selection criteria need to be reviewed in advance and used to get projects into position to be eligible for funding.
- 3. NDOT support staff should also include personnel experienced in preparing demand and financial feasibility analyses and writing the environmental impact assessments typically needed for projects to comply with federal grant requirements (such as, TIFIA and RRIF loans and bonds), so that they can prepare such materials and monitor and review the work of consultants. Ridership assessments, for example are typically tied to analyses of multimodal linkages and TOD; freight projects typically involve an assessment of commodity types and the value of materials transported.
- 4. Even before this experienced staff is brought on board, NDOT should designate existing personnel to address upcoming rail issues and to advance this report's projects.
- 5. NDOT should engage an on-call rail engineering consultant to provide services, as needed, as is typically done with other modes and in other state DOTs.

6. NDOT needs to stay focused on the state rail plan, which needs to be updated every five years, at a minimum. In addition, NDOT's rail program needs to stay abreast of FRA guidance and changing federal transportation legislation affecting rail.

**Table 5-9** expresses the Nevada State Rail Plan implementation strategy in a bar chart, showing each of the key steps that NDOT will need to take to accomplish the various tasks over the next five years when the state rail plan will be updated. The plan may be amended during the next five years to address any significant changes that may arise. Specific activities are grouped under key headings, addressing: staffing; collaborating; studying; supporting; and coordinating steps. The relationship of these activities to the biennial state legislative sessions and the annual STIP development program are highlighted.



Table 5-9: Nevada State Rail Plan Implementation Steps



Nevada State Legislature Convenes
STIP Development Process

# **Chapter 6:**Coordination and Outreach



# **Chapter 6 :** Coordination and Outreach

NDOT has updated its circa-1996 state rail plan to become a living, amendable document that is fully compliant with federal regulations. The state rail plan establishes policy for freight and passenger rail, including commuter rail in the state, sets priorities and strategies to enhance rail service in the state to benefit the public, and serves as the basis for federal and state investments in Nevada.

A comprehensive public information and outreach program has been used to engage project stakeholders in the planning process to develop the state rail plan. The program has included identifying the stakeholders, creating north and south TACs with industry experts, hosting multiple TAC and public information meetings, soliciting stakeholder input through surveys and interviews, and developing a series of electronic and hard copy information materials. The public coordination and outreach team worked closely with the NDOT project manager and public information office to inform stakeholders and the public about project status and outcomes. Project information was disseminated through correspondence, TAC and public meetings, printed collateral materials, and an interactive website to inform stakeholders and the public about project status and outcomes.

# A. Public Outreach Team Members and Contact Information

**Table 6-1** lists key members of the Nevada state rail plan public coordination and outreach team who provided public outreach direction, management, planning, implementation, and support.



Table 6-1: Public Outreach Team Members

Name	Title	Phone	Email
Matthew Furedy	Project Manager, NDOT	(775) 888-7353	mfuredy@dot.state.nv.us
Eric Glick	Rail Division Manager, NDOT	(775) 888-7464	eglick@dot.state.nv.us
Julie Maxey	Public Hearings Officer, NDOT	(775) 888-7171	jmaxey@dot.state.nv.us
Mike McCarley	Project Manager, Jacobs	(702) 938-5570	mike.mccarley@jacobs.com
Mike Marler	Railroad Liaison, Jacobs	(214) 920-8134	mike.marler@jacobs.com
Darwin Desen	Railroad Liaison, Burns & McDonnell	(972) 455-3116	drdesen@burnsmcd.com
John McCarthy	Planner, Jacobs	(314) 335-4415	john.h.mccarthy@jacobs.com
Angela Thens	Public Outreach Lead, Jacobs	(702) 938-5483	angela.thens@jacobs.com
Sonya Ruffin	Public Outreach, Jacobs	(702) 938-5464	sonya.ruffin@jacobs.com

# B. Goals of the Public Outreach Program

Coordination and outreach program goals were established to use in evaluating project strategies and tactics, which were then redirected, as appropriate, based on how well the strategies and tactics met those goals. The coordination and outreach program goals are:

#### Goals:

- To identify key stakeholders with knowledge of and interests in the Nevada rail infrastructure.
- To convey NDOT's mission and vision for the plan and updating the public on the study's progress.
- To provide accurate and timely information to affected stakeholders during the course of the project.
- To provide sufficient avenues for stakeholders to be able to actively obtain information, provide feedback, ask questions, and voice concerns during the project.

# C. Nevada Rail Stakeholders

Nevada rail stakeholders were identified from among groups and organizations directly or indirectly affected by or concerned about Nevada's rail infrastructure. A detailed list of all stakeholders contacted during the development of this state rail plan is included in **Appendix A** 

- Contact/Stakeholder Database. Early and continuous outreach to these individuals was

critical in capturing and disseminating information about inventory, needs, issues, and opportunities for Nevada's rail infrastructure. The stakeholder groups and organizations include:

### Federal, State, and Local Agencies

Nevada's rail infrastructure directly or indirectly affects a number of public agencies. They include USDOT, FRA, FHWA, NPUC, metropolitan planning organizations, counties, cities, and tribal organizations.

#### Railroad Owners, Operators, and Users

Local, regional, and national corporations and organizations own, operate, and/or maintain the rail infrastructure in Nevada. Users include major freight transporters, shortlines, and passengers. These individuals, who touch the system on a daily basis, were contacted to draw on their knowledge about usage and opportunities.

#### California Ports

The ports in California are at capacity. The program solicited current and forecasted operations that impact not only the rail infrastructure in Nevada, but also movement of freight via trucks on Nevada highways.

# Mining Companies

Nevada is a mining state with gypsum, limestone, barite (barium sulfate), lithium, perlite, molybdenum, diatomite, and gold. The mines use trucks and/or trains to haul materials both in and out of the mines. Those who do not have access to rail could benefit economically from onsite rail infrastructure.

# D. Approach to Public and Agency Participation

The approach to engaging the public and partnering agencies in developing the state rail plan include the following project strategies.

# 1. TAC

Select industry and agency experts participated on a technical advisory committee to help develop the plan by sharing their knowledge of the needs and opportunities throughout the state. Two rounds of TAC meetings were held for the study. Each round of meetings was held in two locations (Reno and Las Vegas) and also broadcasted online via WebEx, which permitted out-of-state and out-of-town parties to readily participate. The purpose of the first round was to: inform the committee members of the start of the study; gain feedback on the mission and

vision statements, as well as the goals and objectives; and solicit information on the rail infrastructure in the state. The second round of meetings presented the results of the research and surveys, listed potential projects with the evaluation criteria used to prioritize them. **Appendix B** lists the participants in each of the meetings.

#### 2. Public Information Materials and Presentations

Public information materials included project fact sheets, public transportation notices, welcome packets for public meetings, and presentations and display boards for project-related meetings and conferences. The project fact sheet, given in **Appendix C**, is a one-page, double-sided sheet that highlighted the mission, vision, goals and objectives, project schedule, and contact information for the study. Public transportation notices and advertisements, given in **Appendix D**, were created and distributed prior to public information meetings, including postings in public buildings (i.e., libraries). Welcome packets, shown in **Appendix E**, were created for each meeting that included a welcome letter and copies of the project fact sheet, the presentation, display boards, and a comment form.

NDOT's project manager and consultant staff also updated the public on the progress of the study at industry conferences and associated public meetings. Presentations and display boards, as appropriate, were tailored to each forum. Project updates were presented at the following conferences/meetings:

- NDOT/UDOT Joint meeting, March 30, 2011
- AASHTO spring meeting, May 3, 2011
- Southern Nevada Regional Planning Coalition, July 11, 2011
- State Transportation Technical Advisory Committee meeting, February 6, 2012

#### 3. Project Website

An interactive website was created to disseminate information to stakeholders and the public as the state rail plan was developed. The site included mission and vision statements, goals and objectives, schedule and milestones, online surveys, public documents (i.e., meeting minutes and presentations), a draft copy of the state rail plan for the second round of public meetings, and a password-protected area for TAC members to be able to download materials for review and comment in advance of the second TAC meeting.



The project website, see **Figure 6-1**, provided up-to-date information about the study and provided the public and stakeholders an opportunity to submit comments online—more than 75 comments were collected via the project website alone. With completion of the state rail plan document in March 2012, the website will remain a part of NDOT's rail division website and include the mission and vision statements, goals and objectives, and a link to download the document.



Figure 6-1: Project Website Screen Save



In addition to the project website, the public coordination and outreach team created a Nevada Rail Division website to inform readers about Nevada railways, including the history of rail in the state, passenger and freight rail service, railroad safety, and an educational page for kids.

NDOT is increasing the awareness of its rail division in support of the mission and vision recognized in this plan. The new revised rail division website, see **Figure 6-2**, provides information on the types of Nevada's rail infrastructure and service, as well as reputable links to regional and national resources. This website is the property of NDOT and will remain online indefinitely.

A full complement of website pages is included in Appendix G.

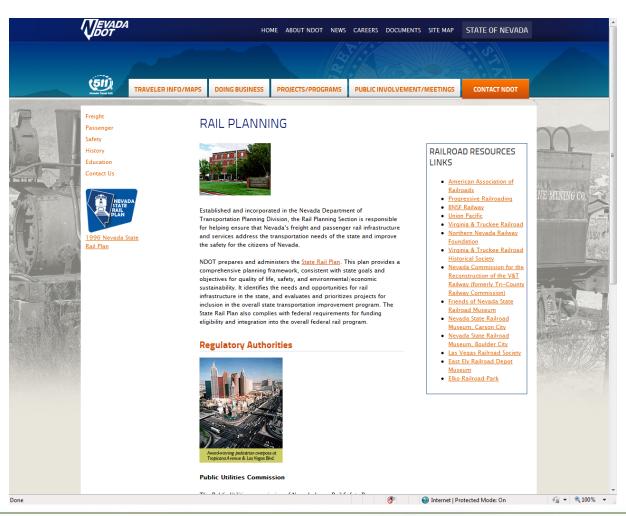


Figure 6-2: Rail Division Website Screen Save

#### 4. Public Information Meetings

Two rounds of public information meetings were conducted for the study. Meetings for each round were held in three locations: Las Vegas, Reno, and Elko. The purpose of the first round, held in late February 2011, was to inform the public and stakeholders about the study to update the rail plan. The purpose of the second round of public meetings, held in February 2012, was to present the study findings and recommendations for near- and long-term passenger and freight rail projects.

Public transportation notices were advertised in the Las Vegas Review Journal, Reno Gazette, Daily Sparks Tribune, and Elko Daily Free Press 15 days prior to, the day before, and the day of each meeting. A public comment form was distributed to attendees in a welcome packet. Comments were collected onsite either on the public comment form or transcribed by a court reporter. Attendees were encouraged to submit comments via postal service, e-mail, or online.

Public meetings, see **Figure 6-3**, were held in three cities to best accommodate all regions of the state. The same presentation was made and the same materials were on display for openformat discussion at all three sessions in both rounds of public meetings.

Official transcripts from all public meetings are included in **Appendix H**.







Figure 6-3: Public Meeting Pictures



#### 5. Stakeholder Surveys and Interviews

Three surveys were developed and disseminated to approximately 225 recipients. The surveys focused on governing agencies, rail industry, shortlines, mining, and trucking companies. A letter accompanied the surveys explaining the purpose of the project and the questionnaire. The public outreach team followed up on three separate occasions with recipients via phone and e-mail to encourage recipients to complete the survey. A total of 44 surveys were received by postal service, e-mail, and online.

In addition to the surveys, the public outreach team conducted 32 one-on-one meetings and interviews, both in person and via teleconference, to engage in a dialog to better understand the activities, operations, and opinions of these organizations and agencies, as well as opportunities in neighboring states and their impact on Nevada. **Appendix I** includes the minutes from each meeting, which were furnished to participants for review before being finalized.

#### E. Stakeholder Involvement during Plan Preparation

Nevada state rail plan stakeholders included: the public, rail carriers, commuter and transit authorities operating in or affected by rail operations within the state; units of local government; rail advocates; and other interested parties. Key stakeholders were identified and invited to participate on the TAC, which provided input on the mission and vision statements; goals and objectives; and evaluation and prioritization of potential projects. All stakeholders and the public were given the opportunity to share comments at meetings, to complete one of the surveys provided on the project website, and to send in comments via e-mail or postal service. The project included: two TAC meetings series at two separate locations, two public meetings series at three locations, and a series of one-on-one interviews. For example, project personnel held a one-on-one session with the president of the non-profit Rail Passenger Association of California and Nevada (RailPAC), most of whose members also belong to the National Association of Railroad Passengers (NARP). All comments were collected in a database whereby issues and opportunities were categorized, and the results were shared during the second rounds of TAC and public meetings.



#### F. Issues Raised during Plan Preparation

All issues and opportunities that the stakeholders and the public presented were collected in a set of matrices, see **Appendix J**. The issues and opportunities can be categorized into the following categories and are summarized in **Table 6-2**. All issues and opportunities were considered in the project's evaluation process.

- Conventional Passenger Rail reinstating conventional rail between southern California and Las Vegas and improving service between Sacramento and Reno to Salt Lake City were suggested.
- High Speed Intercity Passenger Rail advancing high speed rail between southern
   California (Los Angeles basin) and Las Vegas and between Las Vegas and Phoenix was suggested among other future destinations.
- Freight Rail the issues and opportunities center on additional sidings, as well as the opportunity for inland ports and transloading facilities.
- Rail-Highway Grade Crossings multiple at-grade crossings, which pose safety concerns, were referenced.
- Excursion Rail three of the state's four excursion lines expressed interest in expanding their current lines.



**Table 6-2: Comments** 

Category	Comment	Occurrence
Passenger	Commuter service between Reno-Sparks, Carson City, Fernley, Minden, Fallon, and Hawthorn	12
Passenger	Passenger service from Reno to Las Vegas	9
Passenger	Commuter service between Las Vegas, North Las Vegas, Henderson, Boulder City, and Pahrump	9
Passenger	High speed passenger service from Reno and Las Vegas to Los Angeles, Phoenix, Salt Lake City, and Sacramento (and other CA destinations)	73*
Passenger	Conventional passenger service from Reno and Las Vegas to Wendover and CA destinations)	5
Passenger	Do not share rail infrastructure with freight	1
Excursion	Extend Nevada Northern Railway to McGill Depot	1
Excursion	Extend Nevada Southern Railway to milepost 12	1
Freight	Move rail out of the center of Fallon	1
Freight	Improved access to rail and/or additional rail infrastructure for existing and potential businesses would benefit the local community's economy	26
Freight	Need for more transloading facilities and inland ports	3
Freight	More competition among freight providers to drive down cost of shipping via rail	4
Freight	Do not transport hazardous materials through communities	2
Freight	Connect northern Nevada with southern Nevada	3
Crossings	Absence or presence of at-grade crossings create logistical problems for emergency response, flow of traffic, and/or operation of rail line	4
Crossings	At-grade crossings create significant traffic congestion and delays	3
Crossings	Reduce/eliminate at-grade crossings and deal with trespassing	1

<sup>\*</sup>Thirty-seven percent of the comments referencing high speed rail service from Nevada cities to other destinations, specifically Maglev service between Las Vegas and Los Angeles, are derivatives of a single source.



#### G. Recommendations Considered During Plan Preparation

Outreach participant recommendations were considered in a two-phase, four-step evaluation process. Step 1 of the initial phase identified all projects based on stakeholder input. Step 2, the preliminary evaluation, involved assessing each project based on the following four criteria:

- Is further study needed to be able to define and evaluate this concept/project?
- Does the project have implementation issues constraining its advancement at this time?
- Is the request a business issue for UPRR or BNSF to address?
- Does the project warrant advancing to a more detailed evaluation?

Projects that did not advance are subject to re-evaluation during the next state rail plan update.

Those projects that warrant a more detailed evaluation proceeded to Step 3 in the advanced phase. These projects were:

- Categorized by timeline, public or private business decision, and cost range;
- Scored based on applicable rail plan goals and objectives;
- Flagged based on needed approvals (Congress, Amtrak, and UPRR); and
- Considered for selection factors.

Step 4 of the evaluation assigned an NDOT recommendation: Policy Support (through advocacy and/or grant assistance) or Funding Support (assign state funds). Those projects recommended for NDOT policy support were prioritized by short-, mid-, and long-term implementation. The projects recommended for NDOT funding include the rail-high grade crossing program, an ongoing program that the NDOT Safety Coordinator updates annually.

#### H. Coordination with Other State Rail Plans

The public outreach team met with each of the surrounding state transportation departments and agencies, including Caltrans, Capitol Corridor Joint Powers Authority, Arizona DOT, Utah DOT, Utah Transit Authority, Idaho DOT, and Oregon DOT, as well as with FRA. Nevada rail infrastructure currently connects with California and Utah. These two states shared their plans for service in and through Nevada and offered lessons-learned on a range of topics, such as inland port development, of benefit to Nevada. The Arizona state rail study includes an interest for passenger rail service between Phoenix and Las Vegas. Oregon offered information on its rail funding program, which sets an example for Nevada.



# Appendices



# **Appendices**

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- H. Official Public Meeting Transcripts
- I. Stakeholder One-on-One Meeting Minutes
- J. Stakeholder and Public Comment Matrices



# **A.** Contact List





		Access All Allbuighte	Tobb Thomas Gallagner Way			10000		00000	
President		Allied Nevada Cold Corporation	PO Box 3030 485 South Rock Boulevard		Winnemucca	89446		775 856 2003	(775) 523-
nathan Hutchison	Senior Director, Policy & Development West	Amtrak	530 Water Street	5th Floor	P		hutchij@amtrak.com	-	(510) 238-43
		Antler Peak Gold, Inc.	PO Box 2570			89415			
	Principal	Apex Industrial Park	PO Box 751149	11101 US Highway 93 North	Las Vegas NV	89136/89165			(702) 643-5103
Nichole Cowles	Assistant Disoporate Disoporation	Arizona Department of Transportation	9604 Prototype Court	Maildren 340B	Keno IN		nichole.cowies@argonautgoldinc.com	(7/5) 284-4422	75) 284-4426
Scott	Riming Rolling Bridge Control of the	Arizona Department of Transportation	206.S. 17th Avenue	Maildrop 310B	Phoenix A7	85007	somar@azdot dov	0110 311 (300)	007 (300
nor	Scutari Inc.	Arizona Department of Transportation (formerly					slscutari@gmail.com	(602) 810-4505	
Ken		Art Wilson Company	PO Box 20160		Carson City NV	89721	ken@awgypsum.com	(775) 882-0700 (	(775) 882-0790
	Executive Vice-President	Associated General Contractors, Las Vegas	150 N. Durango Drive	Suite 100	gas	89145			702) 796-
John Madole	Executive Director	Associated General Contractors, Reno	PO Box 7578		0	89510-7578	johnm@nevadaagc.org	(775) 329-6116	(775) 329-6575
		Atlantic Richfield Company	4 Centerpointe Avenue		La Palma CA			Π.	100
Mark		Baker Hugnes Drilling Fluids	PU Box 2//		_		mark.nebert@bakernugnes.com		(775) 635-5455
		Barrick Cortez, Inc.	HC66 Box 1250		Valley			468-4400	75) 468
		Barrick Gold Corporation	HC66 Box 220		ga	_		Ì	(775) 529-07
		Barrick Gold Corporation				_			(775) 237-54
ory		Barrick Gold of North America	136 East South Temple, Suite 1800		ake City		narbu@barrick.com	380-3800	(801) 359-08
lerry Manson		Barrick Gold U.S., Inc.	PO Box 2/06		EIKO	98903	tmanson@barrick.com	) 737-72 (377)	(175) 237-710
V	Discourage Dublic Mostes	DATO (Dullbood Aron Troop, Durbon)	PO BOX 29		O POO	+		762 0420	(1/3) /40-124
	Chairman	Battle Mountain Band	37 Mountain View Dr		ie.	L		635-2004	
	General Manager	Bließo Transit	DO Box 8856		South Lake Taboo			t	000
	Manager Network Development and Merger Clist	_	2500 Lou Menk Drive	=	Fort Worth T		chris hidoness@hnsf.com	(817) 867-6697	
Keyin Nicholson	Fire Chief	Boulder City Fire	1101 Flm Street	_	Boulder City NV	Ĺ			702 203
0	Chief of Police	Boulder City Police Department	1005 Arizona Street			1		702 293 9224	702 293 9281
		Bureau of Land Management	1340 Financial Boulevard	_			mary figarelle@blm.gov		(775) 861-671
Daniel Leavitte		California High Speed Rail Authority					DLeavitt@hsr.ca.gov	T	
Richann Bender	Executive Director	California-Nevada Super Speed Train Commission	1605 Trineo Court		Las Vegas N	/ 89117	richann.bender@yahoo.com	(702) 232-8099	
Joseph Myers	Executive Director	California-Nevada Tribal Technical Assistance ProgNational Indian Justice Center	ProgNational Indian Justice Center	5250 Aero Drive	Santa Rosa CA	95403		(707) 579-5507	(707) 579-9019
Bill Bronte	Chief, Division of Rail	Caltrans	1120 N. Street	Room 5302	Sacramento CA		bill.bronte@dot.ca.gov	(915) 654-6542	
		Caltrans	1120 N. Street	Room 5302	Sacramento CA		emily_burstein@dot.ca.gov		
Joanne Hutton McDermott	ermott	Caltrans	1120 N. Street	Room 5302	Sacramento CA	95814	joanne_mcdermott@dot.ca.gov		
		Caltrans	1120 N. Street	Room 5302		4			
		Catrans	1120 N. Street	Room 5302	Sacramento	4	0		
Jan Personer		Carrans	1120 N. Street	R00m 530Z	Sacramento	92814	Jan_perscnier@dot.ca.gov		
		Califalis	1120 N. Sileet	ROOM 5302	Ī	1	top or top @dime or thou		
		Califans	1120 N. Street	Room 5302	Sacramento	1	karen thomas@dot.ca.gov		
Martin Tuttle	Deputy Director of Planning & Modal	Caltrans	P.O. Box 942874	1000	Sacramento	94274	martin tuttle@dot.ca.gov	(916) 654-5368	
David	Managing Director	Capitol Corridor Joint Powers Authority	300 Lakeside Drive	14th Floor East	Oakland	L	davidk@capitolcorridor.org		(510) 464-690
		Carson Area Metropolitan Planning Organizati	ion 3505 Butti Way				ksmithson@carson.org		
Stacey Giomi	Fire Chief		777 South Stewart Street		П			_	775.887.2209
Jack Freer	Chief Deputy	Carson City Sheriff Department	911 East Musser Street		Carson City NV		Jfreer@carson.org	304	
	Chairman		2900 South Curry Street		Carson City NV			(775) 883-6459 (	775) 883
Joseph Dunn		Chemetall Foote Corporation	PO Box 98			89047	joe.dunn@chemetall.com		(775) 937-2250
	i i	Chemical Lime Co.	PO Box 363068		North Las Vegas NV	4		(702) 643-7702 (	(02) 643
Eleanor Lockwood	Planning Director	Churchill County	155 N. Taylor, Suite 194		Fallon		planning-director@chruchillcounty.org		775-428-
	Consultant	Churchill County				4	rexmassey@aol.com	(775) 849-0602	
	Planning & Economic Development	City of Battle Mountain / Lander County	315 S. Humbolt St.		Battle Mountain NV	89820	girtle@landercountynv.org	775.635.2860	775.635.1120
	Director of Planning	City of Boulder City	City Hall 401 California Ave			4	snansen@bcnv.org	702-293-9200	
	Planning Board Secretary	City of Carlin	101 So. 8th St.		Ī	4	Kmorrett@cityotcarin.com	1	100
Lee Plemei	Planning Uirector	City of Carson City	108 E. Proctor St.		Carson City NV	89701	ipiemei@carson.org	(115) 283-1015	175.887.2278
	City Flame	City of EIRO	1/31 College Avenue			1	plailillig @ci.elko.ilv.us	Ť	113.111.
	Orly Manager	City of Ely	SOT MIII ST		N N	1	Jaworn @elycity.com	Ť	775.289.1433
Ę	City Attorney	City of Ely	501 MIII St		Ely	89301	kbriggs@elycity.com	175.289.2430	775.289.1433
	Mayor	City of Ely	501 Mill St				mayorhickman@aol.com	T	775.289
	Associate Engineer	City of remey	DSD Silver Lace Divd.			90400	colack & cityofferney.org	(775) 704-9919	775 704 000
Fred Tursier	Glains Administrator	City of Femiley	505 Silver Lace Blvd.		Lordon NV	Ļ	fringian Chydlelliey.org	(113) 104-3031	10.104
- >	City Engineer	City of Fernley	595 Silver Lace Blvd.			1	swhalen@citvoffernlev.ord	(775) 784-9910	
+	Public Works Director	City of Henderson	PO Box 95050		son		robert.murnane@cityofhenderson.com		
	City Traffic Engineer	City of Henderson	240 Water Street				john.penuelas@cityofhenderson.com	(702) 267-3080	
Sean Robertson	Community Development	City of Henderson	240 Water Street		Henderson NV	60068 /	sean.robertson@cityofhenderson	(702) 267-1537	
		City of Las Vegas	400 Stewart Ave	City Hall, Second Floor	IS		rfultz@lasvegasnevada.gov	·	
ae	L	City of Lovelock	PO Box 238		Lovelock	4	mgiles@cityoflovelock.com	0 1	775.273.7979
	Directory of Engineering	City of North Las Vegas	2240 Civic Center Drive	_	Las Vegas	89030	homoso@rano ami	3.1227	702.642.1511
Claudia Hanson Neil Krittz	Community Development Director	City of Keno City of Sparks	PO Box 1900 1675 F Prater Way	Suite 107	Sparks	89505	nansonc@reno.gov nkrutz@citvofsparks.us	775 353 2340	775 353 1608
nne	Planning Zorospinon Chairman	City of Openins	DO Box 366 1270 Clouds Avid	Odne ici		1	IIII U.E. @ Cory crop-carror ac	Т	775 752 3419



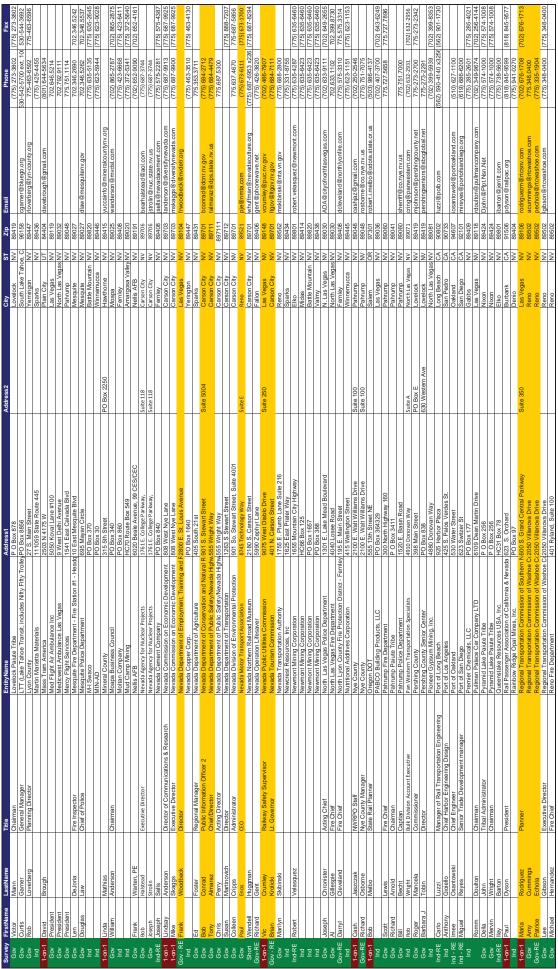
Nevada State Rail Plan Stakeholder List



Super				CO C		00000				
Phil	Klevorick	Senior Management Analst: Nuclear Waste Division	Clark County Comprehensive Planning Departmen	1500 S. Grand Central Parkway	2nd Floor		L	klyorick@clarkcountyny.gov	(702) 455-6933	(702) 380-999
Tracv	Murohy		Clark County School District		2		NV 89121	tamurphv@interact.ccsd.netl	(702) 799-5214	200 000 (201)
Robert	Skinner	Managing Member	Clean Energy Rail Center					rob@rmscre.com	(775) 852-9922	
			Coeur-Rochester, Inc	PO Box 1057		Lovelock	NV 89419		(775) 273-7995	(775) 273-742
			Convoy Logistics LLC	PO Box 1214		Crossett	AR 71635	info@convoylogistics.com	(870) 364-0640	(870) 364-2393
			CR Reward Corp	PO Box 808		Beatty	NV 89003		(775) 553-9127	(775) 553-914
<ol> <li>Michael</li> </ol>	Brown	County Manager	≘	1594 Esmeralda Ave, First Floor		Minden	NV 89423	countymanager@co.douglas.nv.us	775-782-9821	775-782-625
Athena	Brown		Department of Interior, Bureau of Indian Affairs	Western Nevada Tribes				athena.brown@bia.gov		
Joseph	McDade		Department of Interior, Bureau of Indian Affairs	Eastern Nevada Tribes				joseph.mcdade@bia.gov		
	Trimels	portation Maintenance Engineer	Department of Interior, Bureau of Indian Affairs	Western Regional Office	400 North 5th Street			albert.trimels@bia.gov	(602) 379-6782 x1321	(602) 379-383
	Dickinson		Department of Interior, National Park Service	Lake Mead National Park	601 Nevada Highway	er City	NV 89005	William_K_Dickinson@nps.gov	(702) 293-8920	(702) 293-8936
Gov Andrew	Ferguson	Superintendent	Department of Interior, National Park Service		100 Great Basin NP		NV 89311	Andy_Ferguson@nps.gov	(775) 234-7331	(775) 234-726
Mahmood	Mack	Douglas County Engineer	Douglas County	C/O Marnell Consulting	4504 Femeralda room 202	Minden	NV 89119	amack@deserxpress.com	(702) 739-2000	775-782-620
llovd	Wvatt		Dressleville Community Council	1585 Watasheamii	1994 Estiletatua, 19911 202	aliv			(775) 265-5646	(775) 265-624
Virginia	Sanchez	200	Dickwater Shoshore Tribe	P O Box 140068			_		(775) 863-027	(775) 863-024
Gerald	Temoke		Elko Band	1745 Silver Eagle Dr			_	ortebochair@vahoo com	(775) 738-8889	(775) 753-543
Lvn	Forsberg	rks Director	Elko County	571 Idaho Street			ļ.	lforsbera@elkocountynv.net	(775) 738-6816	775-738-458
Pam	Borda		Elko County Economic Diversification Authority	723 Railroad Street				pam@eceda.com	(775) 738-2100	(775) 738-797
Alan	Kightlinger	Fire Chief	Elko Fire Department	911 Idaho Street			NV 89801	efd@ci.elko.nv.us	(775) 777-7347	775.777.7358
Don	Zumwalt	Chief of Police		1401 College Avenue		Elko	NV 89801	epd@ci.elko.nv.us	(775) 777-7310	
Sandra	Barella		Ely Shoshone Reservation, White Pine County	16 Shoshone Circle			NV 89301		(775) 289-3013	(775) 289-383
			EP Minerals, LLC	150 Coal Canyon Road		Lovelock	NV 89419		(775) 824-7540	(775) 824-758
			EP Minerals, LLC	640 Clark Station Road			NV 89434		(775) 824-7700	(775) 824-771
E9	Mueller		Esmeralda County	PO Box 145		0	NV 89013	muellered@msn.com		775-485-370
Konald	Demele	Jirector	Eureka County	PO Box 596	0		1	ecplanning@eurekanv.org	23/	523
Mille	Oram	ector	Eureka Senior Center	PO Box 278	20 W. Gold Street	_	4	morem.senctr@eurekanv.org	775-237-5597	775-237-602
Honor	Wisser		Failor Failage Anosirone Tibes  Fodoral Highway Administration - Novoda Division	205 NO VISIA NO	Suite 220	Careon City	NV 80704	Chairman@rpst.Olg	(775) 627-630	(113) 453-350
Gred	Novak	Major Projects Manager	Federal Highway Administration - Nevada Division	705 N. Plaza Street	Suite 221		NV 89702	gred novak@dot.gov	(775) 687-1203	(775) 687-3803
Melissa	DuMond		Federal Rail Administration					melissa.dumond@dot.gov	(202) 493-6366	()
Chad	Edison	ition Industry Analyst	Federal Rail Administration	1200 New Jersey Ave.	Mail Stop: 20 W38-211	Washington	DC 20590	chad.edison@dot.gov	(202) 493-1303	
reo	Watula		Federal Rail Administration	1200 New Jersey Ave.		Washington	DC 20590	leo.wetula@dot.gov		
Kyle	Gradinger		Federal Rail Administration	1200 New Jersey Ave.				kyle.gradinger@dot.gov	(202) 493-6191	
Ted	Matley	Planner	Federal Transit Administration	201 Mission Street	Suite 1650	o	CA 94105	0		
Kaymond	Sukys	Director	Federal Transit Administration	Z01 Mission Street	Suite 1650	UCISCO	CA 94105	raymond.sukys@dot.gov	775 575 5550	
Alleli	i i		₹ ≥	PO Box 330		Imlav	NV 89418		(775) 538-7300	(775) 538-769
Billy	Bell		Fort Mcdermitt Paiute Shoshone Tribe	PO Box 457		McDermitt	NV 89421		(775) 532-8259	(775) 532-848
Nora	Helton	Chairperson	ian Tribe	500 Merriman Ave						
Bill	Albert		General Moly, Inc	2215 N 5th Street				balbert@generalmoly.com	(775) 748-6000	
			Goldcorp-Marigold Mining Co	PO Box 160					(775) 635-2317	(1/5) 635-25
мпреп	Steele	Chairman	Gosnute Business Council	PO Box 5520		Ibapan Mondowor	NIV 84034		(435) 234-1138	(435) 234-1162
Rocky	Tordrimson		Graymont western os, inc Grafco Minerals, Inc	PO Box 2520 36994 Summit Lake Road			CA 96013	rtorarimson@dicalite.com	(530) 335-5451	(530) 335-534
Steve	Oraid		Gryphon Gold Corporation	611 N. Nevada Street		City	L		(775) 883-1456	(604) 608-320
			Halliburton/Baroid	912 Dunphy Ranch Road		tain	NV 89820		(775) 468-0515	(775) 468-206
Dong	Stevens		Henderson Fire Department	240 Water Street		_			702.267.2222	
Jutta	Chambers	Police Chief	Henderson Police Department	223 Lead St.		rson		COHPoliceChief @cityofhenderson.com		
Mark	Menezes		High Mountain Transport LLC	100 Canyon Way		T	4	mark@highmtntransport.com	(775) 342-0414	(775) 342-025
Bon	Correct	Bood Supprison	Huck Saft Company	2900 Phritzie Lane		Minnemicon	NV 89406	ar work @ Hardenge	(775) 423-2055	776 623 6306
Maureen	Gresham	tation Planner	Idaho DOT	3311 W. State Street		П		maureen.gresham@itd.idaho.gov	(208) 334-8272	2000
Daryl	Crawford	Executive Director	Inter Tribal Council Of Nevada	PO Box 7440			NV 89510	Dcrawford@ltcn.Org	(775) 355-0600	
			JR Simplot Company	PO Box 308				1	(702) 397-2667	(702) 397-2798
Transportation Manage	in Manager	Transportation Manager	Jump Around Carson City	3303 Butti Way, Bldg. 1		City	4	JAC@carson.org	775-841-7433	
			Kennecott-Kawhide Mining	FO Box 2070		Fallon	NV 89407		(775) 945-1015	(775) 945-12
Deborah	Teske	Planning & Economic Development	Lander County	315 South Humboldt Street		Mountain	NV 89820		775-635-2860	775-635-112
Mike	Myers	Fire Chief	Las Vegas Fire Department	500 North Casino Center Blvd			1		702.383.2888	
Debra	Reed		Las Vegas Indian Center	2300 West Bonanza			<u> </u>			
Curtis	Myles	President & CEO	Las Vegas Monorail Company	3900 Paradise Road	Suite 260			curtis@lvmonorail.com	(702) 699-8210	(702) 731-327
Ingrid	Reisman	orate Communications	Las Vegas Monorail Company	3900 Paradise Road	Suite 260		NV 89169	ingrid@Nmonorail.com	(702) 699-8219	(702) 731-3271
Dodoriok	OS I	Undershoriff	Las Vegas Palute Tribe	2141 Suprise Assession			NV 09100	mos pramid com	702 828 3384	(102) 363-401
Michael	Barron		Las Vegas Police Department Las Vegas Raiway Express, Inc.	6650 Via Austi Parkway	Suite 170	Las Vegas		mbarron@vegasxpress.com	(702) 583-6715 x1001	
Luke	Puschnig	Legal Counsel	Las Vegas Visitor and Convention Authority	3150 Paradise Road		0 00	NV 89109	Ipuschnig@Ivcva.com	(702) 892-0711	
Daniel	Mila de la Roca	hief	Laughlin Fire Department	10000 Aha Macav Parkway					702.535.4911	
Douglas Precident	Gilespie	Sheriff	Laughlin Police Department	101 Civic Way #3		Laughlin	NV 89029		702.298.2223	
			Constitution of the control of the c	A A A A A A A A A A A A A A A A A A A			CHOOC /114		100 140 5050	



Nevada State Rail Plan Stakeholder List







Machine Bolton Delication of the Control of the Control of Contro	divey insurante				4 1 1 1 1					111 004 0404	
		Pitts	Interim Chief of Police	Reno Police Department	455 E. Second Street				askrpd@reno.gov	1/5.334.2121	
1.   1.   1.   1.   1.   1.   1.   1.			Chairman	Reno/Sparks Indian Colony	98 Colony Rd					(775) 329-2936	(775) 329-8710
A			Planner		98 Colony Rd				Tpurky@Rsic.Org	(775) 329-2936	(775) 329-8710
A control		Schumacher	Marketing	tion Au	4590 South Virg				tschumacher@rscva.com	(775) 827-7618	
1.00   1.00	pul.			Robison Nevada Miing Company	PO Box 382					(775) 289-7000	(775) 289-7349
Auto-	lnd Ind			Rodeo Creek Gold, Inc	PO Box 2610		Winnemucca N	4		(775) 623-5760	(775) 623-5755
		000	Monogor of Engineering		ШE	2001 E Blimb   200	Round Mountain IN		Alazo@ranairont com	775-329-6460	(115) 311-3224
VILLADIONE         CONTROL		Bear	Chairman		=	ZOOL E. PIGILIO EGILO	99		20 class & lettoal portson	(208) 759-3100	(208) 759-3103
Montre         Columnation         South Office County         No. 90.00         South Office County         No. 90.00         No. 90.00 <t< td=""><td></td><td>Manning</td><td>Tribal Planner</td><td>Shoshone Paiute Tribes Of Duck Valley</td><td>P O Box 219</td><td></td><td></td><td>L</td><td>Lwmanning4spt@Yahoo,Com</td><td>(208) 759-3100</td><td>(208) 759-3103</td></t<>		Manning	Tribal Planner	Shoshone Paiute Tribes Of Duck Valley	P O Box 219			L	Lwmanning4spt@Yahoo,Com	(208) 759-3100	(208) 759-3103
Occurs         District Organization         Souther Color No.         No. Souther Color No.		Malotte	Chairman	South Fork Band Council	21 Lee B-13		reek			(775) 744-4273	(775) 744-4523
Name         Processed         Pro	ort - RE Greg	Corbin	Director	Southern Nevada Railroad Museum	600 Yucca Street				gcorbin@nevadaculture.org	(702) 486-5952	(702) 486-5901
9.00         Objet         Objet         Signature Daziera			Fire Chief	Sparks Fire Department	1605 Victorian Ave				SFD@cityofsparks.us	775.353.2255	
Option of the control of the		Miller		Sparks Police Departement	1701 East Prater Way				bmiller@cityofsparks.us	(775) 353-2241	
District         Time         Other Decided         Septemble         Control of the Control of				Standard Gold Mining, Inc.	PO Box 330					(775) 538-7300	(775) 538-7691
Maches         Photo Protect         Stocked Special Designation         Special Special Designation         Stocked Special Designation         Special Special Designation </td <td></td> <td>Tom</td> <td>Chair</td> <td>Stewart Community Council</td> <td>465 Clear Creek</td> <td></td> <td></td> <td>_</td> <td></td> <td></td> <td></td>		Tom	Chair	Stewart Community Council	465 Clear Creek			_			
Machine         Character		Neven	Public Works Director	Storey County	26 South B Street		_			775-847-0958	
United         Opinior         Provide Central         Time of Recomption         <		Barlese	Chairman		_				-	(775) 827-9670	(775) 827-9678
USE NO.         Columna         Columna <t< td=""><td></td><td>Norberg</td><td></td><td>ancy – Iran</td><td></td><td>128 Market Street</td><td>Ī</td><td></td><td>knorberg@trpa.org</td><td>6875-686 (577)</td><td></td></t<>		Norberg		ancy – Iran		128 Market Street	Ī		knorberg@trpa.org	6875-686 (577)	
One of the control of the c		Gilman	Point of Contact	Tahoe Reno Industrial Center	505 USA Parkway				0	775-343-1135	775-343-1118
Death of the control of the		Griffith	č	Tahoe-Reno Industrial Center	420 USA Parkway	Suite 105		4	Vince@recnv.com	(775) 771-9575	(775) 852-5707
Distriction         Common         Co		Inompson	Deputy Planning Director	TAKE (Tanoe Area Kegional Transit)	PO Box 1909	565 W Lake BIVd	e City	1	planning @placer.ca.gov	530-581-5280	530-581-6282
Duvider         Control         Control <t< td=""><td></td><td>Kappady</td><td>Chairman</td><td>Timbisha Shoshora Triba</td><td>525 Sunset St</td><td></td><td>Vallav</td><td>4</td><td>I IIIKGTAIITII AL EIKO-IVV. COIII</td><td>1526-987 (097)</td><td>760) 786-2345</td></t<>		Kappady	Chairman	Timbisha Shoshora Triba	525 Sunset St		Vallav	4	I IIIKGTAIITII AL EIKO-IVV. COIII	1526-987 (097)	760) 786-2345
Duvide         Time         <				Town of Beowawe	520 Sth		ě	Ļ		775-468-0244	200 001 (001)
Charmel         Name         Single Ballower         U.DOT 1         Control         DOT 1         Control         Control         DOT 1         Control         Control         DOT 1         Single Ballower         TO Section Section         Control         Contr		ľ	Town Planner	Town of Palisade	PO Box 128	175 E. 3rd Street	6		planner@townof palisade.org	970-464-5602	
Charmet         Charmet <t< td=""><td></td><td></td><td></td><td>U.S. Gold Corporation</td><td>1595 Meadow Wood Lane, Suite 3</td><td></td><td></td><td>L</td><td>0</td><td></td><td></td></t<>				U.S. Gold Corporation	1595 Meadow Wood Lane, Suite 3			L	0		
Van         System         LODY Opposite         Contact and con		Kuhn	Railroad & Freight Planner	UDOT					dkuhn@utah.gov	(801) 965-4148	
Accession         Constrained Marian         Long Chicagnesis         Accession	_	Pope	Systems Planning/Programmer	UDOT	4502 South 2700 West				corypope@utah.gov	(801) 965-4082	
Optional State Optional Control Op		Keeslar	Consultant	UDOI (InterPlan)	7.719 South Main Street			L	vern@interplanco.com	(801) 307-3400	(801) 308-3451
Special		Holotood	GOVERNMENT ANGLES	This Pacific Pairsod	1400 Douglas Sileet					(402) 544-5000	
Glant         Janks         Control         Total Depugs         Control         <		Hielm	Network Planning	Union Pacific Railroad	1400 Douglas Street					(402) 544-5000	
Lists         Links         Union Peater Register Oppean Office of Chaine (Minish         Union Peater Register Oppean Office (Minish         Union Peater Register Oppean Office (Minish         Union Peater Register Oppean Office (Minish)         List Vegas         NY 69134-652 (marker) (minish)         Inspired           Carded         Trummell         Intropycerrmental Relations Specialist         US Easter Oppean Office of Chainer (Minish)         Intropycerrmental Relations Specialist         US Easter Oppean Office of Chainer (Minish)         NY 69134-652 (marker)		Janke	General Director - Product Development, Network	Kerning Application Pacific Railroad	1400 Douglas Street				gajanke@up.com	(402) 544-5000	
Candide         Funited States Opposited Company         Control         Empire Broad Decided Main States Opposited Company         Control Company         Empire Broad Decided Main States Opposited Company         Control Company         Empire Broad Decided Main States Opposited Main S		Lawson-Stark	Director of Public Affairs	Union Pacific Railroad	915 L Street	Suite 1180	ento		llstark@up.com	(916) 792-9160	
Candebe         Trummell         Interpovermental Relations Specialist         US Department of Energy         Offlide of External Affairs         Offlide of External Affairs <td>lnd</td> <td></td> <td></td> <td>Unitied States Gypsum Company</td> <td>PO Box 130</td> <td></td> <td></td> <td></td> <td></td> <td>(775) 557-2341</td> <td>(775) 557-2212</td>	lnd			Unitied States Gypsum Company	PO Box 130					(775) 557-2341	(775) 557-2212
Kein bein bein bein bein bein bein bein b			Intergovernmental Relations Specialist	US Department of Energy	Office of Civilian Radioactive Waste Management	1551 Hillshire Drive			1 candice_trummell@ymp.gov	(702) 794-1368	
Just between the county of the coun			Director Office of Public Affairs	US Environmental Protection Agency	75 Hawthorne Street		T	$\perp$	johnson kathleen@epa.gov	(415) 947-8700	
Hela         Johnson         Uniformed         Uniformed         Uniformed         Michine         Poblemen         Michine         Michine         Poblemen         Michine         Poblemen         Michine         Poblemen         Michine         Poblemen         Michine         Michine </td <td></td> <td></td> <td></td> <td>US Fish &amp; Wildlife Service</td> <td>1340 Financial Boulevard</td> <td>Suite 234</td> <td>200</td> <td></td> <td>Jeannie Stafford@fws.gov</td> <td>(775) 861-6300</td> <td></td>				US Fish & Wildlife Service	1340 Financial Boulevard	Suite 234	200		Jeannie Stafford@fws.gov	(775) 861-6300	
Edwards         Chairman         Virginia of Junian         Chairman         Virginia of Junian         Virginian         Vi				UTA					hjohnson@rideuta.com		
Echunud         Reputing         Chairman         Water River Paule Tribe         PO Box 250         Po Box 250         Po Box 250         Po Box 1130         Po Por 100         NV 83407         Say 27         Po Box 160         NV 83404         Reputing Months         Po Box 160         NV 83404         Po Box 160         NV 83404         Reputing Months         Po Box 1130         Po Box			Chairman	Virginia & Truckee Railroad Company	PO Box 467		City		dwight@millardrealty.com	(775) 882-5000	
Kmble         Corbridge         Ayate Wisch         Mode of Corpridge         Mode of Corpridation         Mode			Chairman	Walker River Painte Tribe	P 0 Box 220			4		(775) 773-2306	(775) 773-2585
Robb         Beltanno         Chairberson         Washoe Tible of Unatingerson         Chairberson         NV geston         Chairberson         Chairberson         Chairberson         Chairberson         NV geston         Chairberson		Control of the contro		Watter Wilson	PO Box 165	000000000000000000000000000000000000000		$\neg$	on the condition of the	(775) 941-0374	0000 000 322
Routed         Characterior		Corbridge	Overson	Washoe County Public Works	1001 E. 9th St.	P.O. Box 11130	ollina		ukcorpruge@wasnoecountyc.us	(775) 328-2041	775 265 5099
Paula         Salazar         Chairperson         Wells Band Council         Po Box 809         Sube 102         NV 688         NV 688         Residence of Executive Director         NV 688         NV 689         NV 688         NV 689         NV 688         NV 688         NV 688         NV 688         NV 689         NV 688         NV 688         NV 6		Beltramo	Ciailpelsoli Tribal Planner	Washoe Tribe of Nevada & California	919 Highway 395 South			$\perp$	rob heltramo@washoetribes 11s	(775) 265-9600	(113) 203-0240
Tom         Ractive Breactive Director         Executive Director         Western High Speed Rail Allarector         Town Western High Speed Rail Allarector         Agric Rail Allarector         State of the Allarector         State of the Allarector         State of the Allarector         Allarector Director         NV         8817 at 10		Salazar	Chairperson	Wells Band Council	P O Box 809		2	Ļ		(775) 752-3045	(775) 752-2179
Ronald         Radii         Executive Director         Western Neverda Development District         70x West Nye Lane         Suite 2011         Carson City         NV         8970s         proad-66 myspowd.edt           Inn         Graza         Director         White Pine Activation Railing An County         HC33 Box 32030         DR 0x 150050         E/P         NV         89316         Inpost Gimmycown.ent           Dennis         Bassest         Executive Director         White Pine Hactorial Railing A Trucking, Inc.         700 Avenue.e. #102         DR 0x 150050         E/P         NV         89316         Intractorial Railing Annual Railing A Trucking, Inc.         200 North Avenue.e. #102         Encounty         Callering         NV         89416         Intractorial Railing Annual Railing A Trucking, Inc.         Encounty         Description         NV         89416         Intractorial Railing Annual Railing A Trucking, Inc.         Encounty         Encounty         NV         89416         Intractorial Railing Annual Railing Annu		Skancke	Executive Director	Western High Speed Rail Alliance	2620 Regatta	Suite 102	adas		tom@skancke.net	(702) 870-7068	(702) 474-4606
Jim         Gearga         Director         White Pine County         HCAS Box 32203         EV         NV         RSD III (Incompleted Reproduction Pine County Pine Pine Pine Pine Pine Pine Pine Pine		Radil	Executive Director	Western Nevada Development District	704 West Nye Lane	Suite 201		L	rjradil@wndd.org	(775) 883-7333	(775) 883-0722
Mark Bassett         Executive Director         White Pine Historical Relicand Foundation         1100 Absented A print Bassett         FD Box 1500 Box		Garza	Director	White Pine County	HC 33 Box 33203				wpcedc@mwpower.net	(775) 289-3065	775-289-1553
Dennis         Somentueng         Any of American Programment         Total Australe Des Canyon Road, HC34 Box 199         Californa         NV         80008         PR           Linda         Ayer         Chairperson         Winnemucza Colony Council         P O Box 1370         RAnd American Road         RAnd R		Bassett	Executive Director		1100 Avenue A	PO Box 150050			director@nnry.com	(775) 289-2085	(775) 289-6284
Linda         Ayer         Chaipperson         Winnerflocate Choin Council         202 Month Avenue, #102         Apple Month Aven		Sonnenberg		Wilkin Mining & Trucking, Inc.	700 Antelope Canyon Road, HC34 Box 199		т			(775) 728-4463	
Michael         Barron         Chairman         Vocability Council (Ministribut) C		Assor	Choire	Win-Eldrich Mines Ltd.	202 North Avenue, #102		u			0000 0000	2000 603 (322)
Michael         Barron         Chairman         World Minerals, Inc.         Formation of Mineral Superations         Formation		Poherts	Chairperson	Woodeford Commings Coincil	96 Weeks Blvd			4		(530) 694-2170	(530) 694-1890
Michael         Barron         Charman         X-Train         6650 Via Austi Parkway         Suite 170         Las Vigas         NV         89119         Imbarron @vegass.com           Elwood         Elmond         Oraniman         Venina British         17.1 Campball.n         Amount of Campball.n         NV         89447         Amount of Campball.n           James         Birchum         Oraniman         Vomba Shorten Tribe         HC 61 Box 2735         HC 61 Box 2735         Amount of Campball.n		610001		World Minerals, Inc.	100 Front Street		2			(775) 575-2536	(775) 575-1570
Elwood         Emm         Chairman         Yerington         Pair and Pair and Tribe         171 Campbell Ln         Yerington         NV         89447         Pair and		Barron	Chairman	X-Train	6650 Via Austi Parkway	Suite 170			mbarron@vegasxpress.com	(702) 583-6715	
James Birchum Chairman Yomba Shoshone Tribe HC 61 Box 6275 Austin NV 89310-9301		Emm	Chairman	Yerington Paiute Tribe	171 Campbell Ln			IV 89447		(775) 463-3301	(775) 463-2416
			Chairman	Yomba Shoshone Tribe	HC 61 Box 6275			IV 89310-930	_	(775) 064-2463	(775) 964-2443

Chapter 6 - Exhibit A

# Nevada State Rail Plan Additional Stakeholders (Public Meeting Attendees)



			ADDRESSI			117	LIGINE		
Adrian	Bartholomeusz	ZS	7950 W Flamingo Road #1139	Las Vegas	N :	89147			28-Feb-11
Brendan	Bussman		11199 Campanile Street	Las Vegas	N	89141		b 2@mac.com	28-Feb-11
Corey Lynn	Kem		48 Via Paradiso Street	Henderson	N	89011	(775) 721-8709	coreykern@hotmail.com	28-Feb-11
James	Orndoff		2610 S Jones Boulevard, #2	Las Vegas	N	89146	(702) 734-5678		28-Feb-11
마	Allen	SWAN	8420 S Cimarron	Las Vegas	N	89113	(702) 837-0244	nevadarat@aol.com	28-Feb-11
Judy	Pixley		5001 Churchill Avenue		N	89107	(702) 878-2360		28-Feb-11
Larry	Kent		9116 Alpine Grove Avenue, Unit #102	2 Las Vegas	N	89149	(702) 396-4625	eaglesailing@cox.net	28-Feb-11
Marcia	Lozon		2229 De Osma Street	Las Vegas	Ž	89102	(702) 403-7643	lozonltd@embarqmail.com	28-Feb-11
Matt	Meyer	SHG	5740 S Arville Street, #216	Las Vegas	Ž	89118	(702) 284-5300	mmeyer@shg-inc.com	28-Feb-11
Nelson	Stone	TY Lin	701 Green Valley Parkway, #200	Henderson	ΛN	89074	(702) 990-3347	nelson.stone@tylin.com	28-Feb-11
Patrick	Fisher	New-Com	412 E Gowan Road	North Las Vegas	N	89032		pfisher@nclasvegas.com	28-Feb-11
Peggy	Jenkins		312 Vandalia Street	Las Vegas	<u>N</u>	89106			28-Feb-11
Ravin	Nathan		7858 Tattersall Flag Street	Las Vegas	2	89139	(702) 245-8690	runnathan@yahoo.com	28-Feb-11
Rick and Susan	Olmsted		3139 E Sahara Avenue	Las Vegas	N	89104	(702) 968-0302	olm    @gmail.com	28-Feb-11
Ryan	Arnad	Skancke Company	2620 Regatta Drive, Suite 102	Las Vegas	N	89128	(702) 870-7068		28-Feb-11
Sean	Evans		48 Via Paradiso Street	Henderson	ΛN	89011	(702) 558-6344	ocean554@gmail.com	28-Feb-11
Shawn	Herman	Lochsa Surveying	6345 S Jones Boulevard, #200	Las Vegas	N	89118	(702) 365-9312	shawn@lochsa.com	28-Feb-11
Stephen	Smith	LV Carriage	1060 S Main Street	Las Vegas	N	89101	(702) 292-7283	sure7283	28-Feb-11
Ted	Giza	New-Com	412 E Gowan Road	North Las Vegas	N.	89032	(702) 642-3331	tgiza@nclasvegas.com	28-Feb-11
Tom	Gamble		4045 S Buffalo Street	Las Vegas	ΛN	89147	(702) 630-4415	thomaswgamble@hotmail.com	28-Feb-11
Wayne and Judy	Bundorf		1800 Sterling Point Court	Henderson	ΛN	89012	(702) 731-6383	jbundorf@cox.net	28-Feb-11
Erin	Russell	Kaempfer Crowell	8345 W Sunset Road, #250	Las Vegas	ΛN	89113	(702) 792-7000	erussell@kcnvlaw.com	01-Mar-11
9	Crosta		3004 Seclusion Cove Drive	Anchorage	AK	99515	(907) 222-1413		01-Mar-11
Ken	Dorr	Manhard	9850 Double R Boulevard, #101	Reno	Ž	89521	(775) 746-3500		01-Mar-11
Lawrence	Meeker	HNTB	PO Box 1892	Carson City	Ž	89702	(702) 250-1966		01-Mar-11
Michael	Stearns		18154 Wedge Parkway, #235	Reno	Ž	89511		_	01-Mar-11
Tim	Elam	Railroad Heritage	2775 Mayberry Drive	Reno	N	89509	(775) 722-8934	ΨI	01-Mar-11
Tom	Miller	PUCN	9075 W Diablo Drive, #250	Las Vegas	2	89148	(702) 493-6320		01-Mar-11
Will	Crawford	CERC	3760 Barron Way	Reno	2	89511	(775) 852-9922		01-Mar-11
William	Koskuba		2991 Hot Springs Road	Minden	AN S	89423	(603) 208-1/38		01-Mar-11
William			1834 San Pable Drive	Keno	> \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	17568	(775) 851-1185	strada94@msn.com	01-Mar-11
ollille alla Depple		1411	10 DUX 990	LINO	^N	03000	1000	(	10 T-11
Mona	ndeson	Westar	110 E Harmon Avenue	Las vegas	\\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\	89109	(702) 791-4777		13-Feb-12
Dan	Lake	City of North Las Vegas	2	North Las Vegas	AN S	89030	(702) 633-2145		13-Feb-12
Greg	Lombaugn	Friends of Nevada Southern Kaliway	7905 Ryandale Cir, Unit 102	Las vegas	> \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	89145	(702) 242-0406		13-Feb-12
Dal L	Mislor	TANA County	DO Box 400	Goldfiold	^N	09012	(702) 290-6990	Icds @cox.net	13-Feb-12
Tori	Ramber	New-Com	412 F Gowan Road	North Las Vedas	À N	89032	(702) 642-3331		13-Feb-12
Kurt	Bondi		9298 Dames Rocket Place	Las Vedas	ž Ž	89148	(702) 798-2819	+	13-Feb-12
Scott	Fuller	LVFR	500 N Casino Center		2		(702) 229-0322	Ifuller@lasvegasn	13-Feb-12
Claudette	Dorian		4415 Tall Tree Street	Las Vegas	2	89147	(702) 889-5002	O	13-Feb-12
Colin	Schaffnit	Via Rail Logistics LLC	2421 Tech Center Court, Suite 102	Las Vegas	N	89128	(702) 449-5146	cschaffnit@viaraillogistics.com	13-Feb-12
Mike	Gainer	RTC	600 Grand Central	Las Vegas	ΛN		(702) 676-1718	gainerm@rtcsnv.com	13-Feb-12
Carolyn	Levering	City of Las Vegas	400 Stewart Avenue	Las Vegas	ΛN	89101	(702) 229-0313	clevering@lasvegasnevada.gov	13-Feb-12
Dave	Bunge		700 S Mallard	Las Vegas	N	89107	(615) 542-1812		13-Feb-12
Phil	Klevorick	Clark County	500 Grand Central	Las Vegas	N		(702) 455-6933	_	13-Feb-12
Leslie	Wimmer		11640 Aruba Beach Avenue	Las Vegas	N	89138	(702) 242-2289		13-Feb-12
Thomas	Lisiewski	URC	2431 Tech Center, Suite 104	Las Vegas	2	89128	(702) 300-4206	_	13-Feb-12
Joe	Zieglev	Nye County		:					13-Feb-12
Maureen	Higgins-Teague LVFR	gue LVFR	500 N Casino Center	Las Vegas	N .		(702) 229-0303		13-Feb-12
Thomas	Tombyll	AZ Rail Supply	4635 Apollo Street	Fort Mohave	¥.	89426	(928) 542-9416		13-Feb-12
Rosalie	Filipelli	Cactus Towers LLC	7236 Adobe Hills Avenue	Las Vegas	2	89113	(702) 592-8589	1022222002@vahoo com	13-Feb. 12

# Nevada State Rail Plan Additional Stakeholders (Public Meeting Attendees)



FIRSTNAME	LASTNAME	ORGANIZATION	ADDRESS1	CITY	STATE	ZIP	PHONE	EMAIL	DATE ATTENDED
Michael	Brown	City of Las Vegas	416 N 7th Las Vegas Blvd	Las Vegas	N		(702) 229-6444   mbrown@lasvegasnevada.gov	asvegasnevada.gov	13-Feb-12
William	Cadwallader	99ABW/USAF	4430 Grissom Avenue	Nellis AFB	Ž		(702) 652-3193 william.cadwallader@nellis.af.mi	wallader@nellis.af.mil	13-Feb-12
Judy	Peterson	CCSO	4190 McLeod Drive	Las Vegas	Ž	89121	(702) 521-5415 jepeterson@interact.ccsd.net	@interact.ccsd.net	13-Feb-12
Frank	Morelli	NSR	6386 Canyon Dawn Avenue	Las Vegas	N	89108	(702) 296-5947 biscofm@aol.com	iol.com	13-Feb-12
Tom	Fisher	NSSAB	8248 Brilliant Pompon Place	Las Vegas	Ž	89166	(702) 360-2331 tfisher91@cox.net	cox.net	13-Feb-12
Sherri	McMahon	HDR	7180 Pollock, #200	Las Vegas	N	89119	(702) 938-6000 sherri.mcmahon@hdrinc.com	ahon@hdrinc.com	13-Feb-12
John	McClure	Granite	7425 Shelduck Street	North Las Vegas	N	89084	(702) 348-4506 john.mcclur	john.mcclure@gcinc.com	13-Feb-12
L. Darrell	Lacy	Nye County	2101 E Calavada	Pahrump	N	89048	(775) 727-7727 <u>Ilacy</u> @ congenv.us	genv.us	13-Feb-12
Richard	Shenberger		7240 Polaris Ave	Las Vegas	N		(702) 361-2903 [rwstamps@aol.com	aol.com	13-Feb-12
Edward	Arbuckle		10437 Junction Hill Drive	Las Vegas	Ž		(702) 255-3573 judyarbuckli	judyarbuckle22@hotmail.com	13-Feb-12
Bruce	Tumer		3016 Mason Avenue	Las Vegas	N	89102	(702) 878-3589 betguyneva	betguynevada@gmail.com	13-Feb-12
Tom	Massey		5528 Wild Olive Drive	Las Vegas	N	89118	(702) 362-2722 tom@autoairandmore.	airandmore.com	13-Feb-12
Neil	Cummings	AMG	11150 W Wynne				(310) 433-1212 mncassoc@aol.com	@aol.com	13-Feb-12
Serena	Spencer	EXP	5215 Ponderosa Way	Las Vegas	N	89118	serena.sper	serena.spencer@exp.com	13-Feb-12
Don and Grace	Schmiedel		1548 Pawnee Drive	Las Vegas	N	89169	(702) 734-1887		13-Feb-12
Tom	Wallace		2179 Crescent Heights	Las Vegas	N	89044	(702) 914-5902 flytomaso@cox.net	@cox.net	13-Feb-12
Ron	Marlow		3245 El Camino Road	Las Vegas	N	89146	(702) 364-1036 marlowhoff@aol.com	@aol.com	13-Feb-12
Matt	Plant	Ely Shoshone Tribe	16 Shoshone Circle	Ely	N		(775) 289-5324 mplant@att.net	t.net	15-Feb-12
Ray and Marlene	Begay	Walker River Paiute Tribe	1022 Hospital Road	Schurz	Ž	89427	(775) 773-2002 rbegay@wrpt.us	rpt.us	15-Feb-12
Jaron	Hildebrand	Nevada Motor Transportation Association	8745 Technology Way, Suite E	Reno	N	89521	(775) 673-6111 jaron@nmta.com	a.com	15-Feb-12
Kevin	Larson	NHP	357 Hammill Lane	Reno	Ž	89511	(775) 689-4641 <u>klarson@dp</u>	klarson@dps.state.nv.us	15-Feb-12
Lissa	Butterfield	Reno Tahoe Airport Authority	PO Box 12490	Reno	N	89510	(775) 328-6476   Ibutterfield@	lbutterfield@renoairport.com	15-Feb-12
Sean	Gamble	Barrick Gold	3290 Lapwing Lane	Reno	N	89509	(775) 846-5922 seangamble	seangamble2000@yahoo.com	15-Feb-12
Tim	Dake	Nevada Copper	61 E Pursel Lane	Yerington	Ž	89447	(775) 750-4921 timdake@nv	timdake @nvcopper.com	15-Feb-12
Lester	Harding		6438 David James Blvd	Sparks	Ž	89436			15-Feb-12
Robert	Smith		Box 8087	Reno	N	89507	(775) 741-6484 smitty@intercomm.com	ercomm.com	15-Feb-12
Neil	Evans	Quadra Mining		Ely	Ž		(775) 291-2776 neil.evans@quadrafnx.com	@quadrafnx.com	16-Feb-12
Marty	Westland	City of Ely	150 Sixth Street	Ely	N	89301	(775) 289-3868 martywestland@att.net	and@att.net	16-Feb-12
Fred	Wurster	NHP	3920 East Idaho Street	Elko	N	89801	(775) 753-1283 <u>fwurster@dps.state.nv.us</u>	dps.state.nv.us	16-Feb-12
Tom	Merschel	NHP	3920 East Idaho Street	Elko	N	89801	(775) 753-1111 tmerschel@	tmerschel@dps.state.nv.us	16-Feb-12
Matt	Griego	Elko Fire Department	1751 College Avenue	Elko	Ž	89801		<u>mgriego@ci.elko.nv.us</u>	16-Feb-12
Greg	Evangelato	City of Elko	1751 College Avenue	Elko	N	89801		gevangelato@ci.elko.nv.us	16-Feb-12
Janet	Petersen	KELK	1700 Idaho Street	Elko	Ž	89801		petersen@kenvtv.com	16-Feb-12
Scott	Williamson	City of Elko	1751 College Avenue	Elko	N	89801		sawilliamson@ci.elko.nv.us	16-Feb-12
Delmo	Andreozzi	City of Elko	1751 College Avenue	Elko	N	89801	(775) 777-7211 dandreozzi	dandreozzi@ci.elko.nv.us	16-Feb-12

# **B. TAC Meetings**





#### **Nevada State Rail Plan**



#### Agenda

Meeting Subject: Nevada State Rail Plan

**Initial TAC Meeting** 

Time / Date: 10:00 AM – 11:00 / February 8,

2011

Location: WebEx Meeting # 553 146 619

Call-In Number / Access Code: (866) 365-4406 / 5672249#

- A) Welcome and Introductions
- B) Purpose of State Rail Plan and Role of TAC
  - 1. Why a State Rail Plan?
    - a) State Rail Planning Process--Federal Interest/Funding
    - b) Content—Passenger and Freight—Existing, Next 5 years, and Long-Term
  - 2. Role of TAC
    - a) Guidance and Input
    - b) Communication with Others
- C) Review of Draft Nevada Rail Vision Statement
  - 1. Nevada DOT Mission Statement
  - 2. Draft Nevada Rail Vision Statement
  - 3. Draft Goals & Objectives
- D) Discussion of Rail Issues, Needs, and Potential Projects
  - Rail Issues and Opportunities (Congestion Mitigation; Trade and Economic Development; Air Quality; Land Use; Energy Use; Community Impacts; Safety and Security; PTC)
  - 2. Rail Needs and Potential Projects



#### **Nevada State Rail Plan**



- E) Review of stakeholder list
  - 1. Stakeholder surveys
  - 2. Review of Survey Questionnaires
    - a) Industry
    - b) Shortline Railroads
    - c) Governmental Agencies
- F) Overview of Public Meetings
  - 1. Schedule and location
  - 2. Purpose and format
- G) Other Items of Interest









# Vision Statement Approach

#### **Mission Statement**

The Nevada Department of Transportation will work with passenger and freight rail transportation stakeholders to develop and provide enhanced rail transportation infrastructure and services that address the transportation needs of the state and improve the overall quality of life, safety, and environmental/economic sustainability for the citizens of Nevada.

#### **Passenger Rail Vision**

The vision for passenger rail transportation in Nevada is to develop a passenger rail system that provides the traveling public with an attractive, energy-efficient, cost-effective, and reliable alternative choice to auto, bus, and air transportation, with intermodal connectivity that enhances economic and environmentally sustainable travel within, to, and through the state.

#### **Freight Rail Vision**

The vision for freight rail transportation in Nevada is to have an economically-competitive freight rail system that moves goods efficiently and expeditiously across the state and is fully integrated with interstate and intrastate shipping modes, thereby relieving highway congestion and improving the overall safety and quality of life for the traveling public and the citizens of Nevada.

#### **Goals and Objectives**

#### Goal 1 – Enhance the safety and efficiency of the state's rail transportation system.

- Objective a: Work with adjacent states to achieve a regional transportation solution
- Objective b: Provide enhanced rail system connectivity to other modes of transportation
- Objective c: Promote congestion relief on the state's rail lines and on its interstate highway network
- Objective d: Enhance rail safety and security, including Positive Train Control (PTC) measures

## Goal 2 – Optimize Nevada's rail potential to effectively address social, economic, environmental, and energy effects.

- Objective a: Plan for high-speed passenger rail services
- Objective b: Address the potential for trade and economic development
- Objective c: Realize positive air quality gains and reduce energy consumption with effective passenger and freight rail operations
- Objective d: Maximize sustainability

## Goal 3 – Develop an organizational structure and strategies yielding a streamlined process for implementing Nevada's rail transportation improvements.

- Objective a: Identify and prioritize rail infrastructure improvements
- Objective b: Identify funding strategies for rail improvements
- Objective c: Prepare an organizational chart and legislative procedures to accomplish rail improvements











# Vision Statement Approach

### The State Rail Plan Will:

- Develop a rail vision, goals, and objectives for Nevada
- Identify Nevada stakeholders and a technical advisory committee and provide opportunities for them and the public to provide input into the Nevada state rail plan
- Inventory and evaluate Nevada's rail infrastructure
- Identify rail issues and opportunities
- Identify rail needs and potential projects
- Evaluate and prioritize rail projects
- Identify the highest and best use of funding sources
- Assess NDOT's organization, policies, and procedures to develop a streamlined process for NDOT to implement the state rail plan
- Develop an implementation strategy, which provides a decision-making process as part of a defensible program to take a project from concept to implementation
- Enhance overall statewide transportation system connectivity and safety
- Improve the state's transportation system operational efficiency
- Be consistent with the strategic highway safety plan











# Initial Round of Public Meetings

4:00-7:00 pm—all three dates 5:30 pm—a brief presentation each day

## Meeting #1

When: Monday, February 28, 2011 Where: Howard Wasden Elementary,

2831 Palomino Lane, Las Vegas

### Meeting #2

When: Tuesday, March 1, 2011

Where: NDOT District II, 310 Galletti Way, Sparks

## Meeting #3

When: Wednesday, March 2, 2011

Where: Red Lion Hotel & Casino, Humboldt Room,

2065 Idaho Street, Elko







FirstName	LastName	Title	EntityName
Jonathan	Hutchison	Denior Director, Policy & Development West	Amtrak
Adam	Titus	Principal Principal	Apex Industrial Park
Matt	Burdick	Director	Arizona Department of Transportation
Justin	Feek	WACOG Liason	Arizona Department of Transportation
John	Halikowski	Director	Arizona Department of Transportation
Steve	Holloway	Executive Vice-President	Associated General Contractors, Las Vegas
John	Madole	Executive Director	Associated General Contractors, Reno
Pawan	Agrawal	Director of Public Works	BATS (Bullhead Area Transit System)
Mike	Price	Chairman	Battle Mountain Band
Curtis	Garner	General Manager	BlueGo Transit
Juan	Acosta	Director, Government Affairs	BNSF Railway
Bob	Edwards	Realty Specialist	Bureau of Land Management
Joseph	Myers	Executive Director	California-Nevada Tribal Technical Assistance Program (TTAP)
Richann	Bender	Executive Director	California-Nevada Super Speed Train Commission
Lilibeth	Campbell	Office of System Planning Division Interim Chief	Caltrans
Bruce	De Terra	System Planning/Goods Movemnent Chief	Caltrans
Cindy	McKim	Director	Caltrans
Patrick	Pittenger	Transportation Manager	Carson Area Metropolitan Planning Organization
Chad	Malone	Chairman	Carson Colony Council
Eleanor	Lockwood	Planning Director	Churchill County
Deborah	Teske	Planning & Economic Development	City of Battle Mountain / Lander County
Scott	Hanson	Director of Planning	City of Boulder City
Kristi	Moffett	Planning Board Secretary	City of Carlin
Andy	Burnham	Public Works Director	City of Carson City
Ed	Wynes	City Planner	City of Elko
Jim Ed	Allworth Meagher	City Clerk Chairman of Planning	City of Ely City of Fernley
Scott	Jarvis	Chairman of Planning  Chairman of Planning	City of Henderson
Randy	Fugtz	Chairman of Flaming	City of Las Vegas
Lisa	Booth	City Clerk	City of Las Vegas  City of Lovelock
Tom	Brady	Directory of Engineering	City of North Las Vegas
Claudia	Hanson	Planning Manager	City of Reno
Neil	Krutz	Community Development Director	City of Sparks
Yvonne	Stuart	Planning & Zoning commission Chairman	City of Wells
Bob	Edwards	Chairman of Planning	City of Winnemucca
Dennis	Cederburg	Manager of Engineering	Clark County
T. Michael	Brown	County Manager	DART (Douglas Area Rural Transit)
Al	Trimels	Regional Transportation Maintenance Engineer	Department of Interior, Bureau of Indian Affairs
William	Dickinson	Superintendent	Department of Interior, National Park Service
Andrew	Ferguson	Superintendent	Department of Interior, National Park Service
Michael	Woodward	Vice President of Consulting	DesertXpress Enterprise Inc.
Carl	Ruschmeyer	County Engineer	Douglas County
L. Mark	Kizer	Chairman	Dresslerville Community Council
Virginia	Sanchez	Chairwoman	Duckwater Shoshone Tribe
Gerald	Temoke	Chairman	Elko Band
Lynn	Forsberg	Public Works Director	Elko County
Michael	Dalton	Planner	Ely Shoshone Tribe
Alvin	Marques	Chairman	Ely Shoshone Tribe
Nancy	Bolard	Public Works Departement Head	Esmeralda County
Ronald Millie	Demele Oram	Public Works Director Acting Director	Eureka County Eureka Senior Center
Alvin	Moyle	Chairman	Fallon Paiute Shoshone Tribes
Hannah	Visser	Planning & Research Manager	Federal Highway Administration - Nevada Division
David	Valenstein	Division Chief	Federal Rail Administration
Raymond	Sukys	Director	Federal Transit Administration
Nadeem	Tahir	Director	Federal Transit Administration
Billy	Bell	Chairman	Fort Mcdermitt Paiute Shoshone Tribe
Nora	Helton	Chairperson	Fort Mojave Indian Tribe
Rupert	Steele	Chairman	Goshute Business Council
Ben	Garrett	Road Supervisor	Humboldt County
from Matt Fur			Idaho DOT
Daryl	Crawford	Executive Director	Inter Tribal Council Of Nevada
		Transportation Manager	Jump Around Carson City
Deborah	Teske	Planning & Economic Development	Lander County
Debra	Reed	Director	Las Vegas Indian Center
Curtis	Myles	President & CEO	Las Vegas Monorail Company
	Tso	Chairman	Las Vegas Paiute Tribe





FirstName	LastName	Title	EntityName
Rossi	Ralenkotter	President / CEO	Las Vegas Visitor and Convention Authority
Tommy	Rowr	Planning Director	Lincoln County
Victor	Mann	Chairman	Lovelock Paiute Tribe
Curtis	Garner	General Manager	LTT (Lake Tahoe Transit, includes Nifty Fifty Trolley, BlueGo)
Rob	Loverberg	Planning Director	Lyon County
Cal	Olson	Public Works	Mineral County
Darren	Daboda	Chairman	Moapa Business Council
Frank	Warten, PE		Nellis AFB
Frank	Woodbeck		Nevada Commission on Economic Development
Ed	Foster	Regional Manager	Nevada Department of Agriculture
Bob	Conrad	Public Information Officer 2	Nevada Department of Conservation and Natural Resources
Chris	Perry	Acting Director	Nevada Department of Public Safety
Susan	Martinovich	Director	Nevada Department of Transportation
Colleen	Cripps	Administrator	Nevada Division of Environmental Protection
Paul	Enos	CEO	Nevada Motor Transport Association
Paul	Enos	CEO	Nevada Motor Transport Association
Wendell	Huggman		Nevada Northern Railway
Vic	Crumley	Supervisor, Safety	Nevada Public Utilities Commission
Brian	Krolicki	Lt. Governor	Nevada Tourism Commission
Michael J	Kloberdanz	Commissioner	Nevada Transportation Authority
Marilyn	Skibinski		Nevada Transportation Authority
Dave	Fanning	Director of Planning	Nye County
Richard	Arnold	Chairman	Pahrump Paiute Tribe
Roger	Mancela	Commissioner	Pershing County
Barbara J	Tobin	Director	Pershing County Senior Center
Carlo	Luzzi	Manager of Rail Operations	Port of Long Beach
Anthony	Gioiello	Chief Harbor Engineering Design Chief Engineer	Port of Los Angeles Port of Oakland
Imee Miguel	Osantowski Reyes	Senior Trade Development manager	Port of San Diego
Della	John	Tribal Administrator	Pyramid Lake Paiute Tribe
Mervin	Wright	Chairman	Pyramid Lake Paiute Tribe
Paul	Dyson	President	Rail Passenger Association of California & Nevada
Paulett	Carolin	Principal Planner	Regional Transportation Commission of Southern Nevada
Lee	Gibson	Executive Director	Regional Transportation Commission of Washoe County
Arlan	Melendez	Chairman	Reno/Sparks Indian Colony
Thomas	Purkey	Planner	Reno/Sparks Indian Colony
Ellen	Oppenheim	President / CEO	Reno-Sparks Visitor and Convention Authority
Dave	Lazo	Manager of Engineering	RTIA (Reno-Tahoe International Airport) Ground Transportation
Robert	Bear	Chairman	Shoshone Paiute Tribes Of Duck Valley
Lindsey	Manning	Tribal Planner	Shoshone Paiute Tribes Of Duck Valley
Sim	Malotte	Chairman	South Fork Band Council
Chuck	Brandt	President	Southern Nevada Railroad
Darienne	Tenorio	Chair	Stewart Community Council
Mike	Neven	Public Works Director	Storey County
Warren	Barlese	Chairman	Summit Lake Paiute Tribe
Keith	Norberg		Tahoe Regional Planning Agency – Transportation District
Lance	Gilman	Point of Contact	Tahoe Reno Industrial Center
Paul	Thompson	Deputy Planning Director	TART (Tahoe Area Regional Transit)
Bryan	Cassadore	Chairman	Te-Moak Tribe Of Western Shoshone
Joseph	Kennedy	Chairman	Timbisha Shoshone Tribe
			Town of Beowawe
Terrance "Dez		A	Town of Currie
Colleen	Cripps	Administrator	Town of Golconda
David	Thornton	Town Planner	Town of Palisade
Connie	Deleon	Intersections and a Deleting Constitute	Town of Ruth
Candice	Trummell	Intergovernmental Relations Specialist	US Department of Energy
Liisa	Lawson-Stark	Director of Public Affairs	Union Pacific Railroad
Kathleen	Johnson	Director, Office of Public Affairs	US Environmental Protection Agency
Jeannie	Stafford		US Fish & Wildlife Service
Carlos	Braceras	Deputy Director	Utah Department of Transportation
Ahmad	Jaber	Systmes Planning/Programmer	Utah Department of Transportation
Dwight	Millard	Chairman	Virginia & Truckee Railroad Company
Edmund	Reymus	Chairman	Walker River Paiute Tribe
Dan	St. John	Public Works Director	Washoe County
Wanda	Batchelor	Chairperson	Washoe Tribe of Nevada & California
Rob	Beltramo	Tribal Planner	Washoe Tribe of Nevada & California
Paula	Salazar	Chairperson	Wells Band Council





FirstName	LastName	Title	EntityName
Tom	Skancke	Executive Director	Western High Speed Rail Alliance
Hank	Blair	Director of Public Works	White Pine County
Linda	Ayer	Chairperson	Winnemucca Colony Council
Deann	Roberts	Chairperson	Woodsford Community Council
Elwood	Emm	Chairman	Yerington Paiute Tribe
James	Birchum	Chairman	Yomba Shoshone Tribe
Roderick	Jett	Undersheriff	Las Vegas Police Department
Jutta	Chambers	Police Chief	Henderson Police Department
Steve	Pitts	Interim Chief of Police	Reno Police Department
Joesph	Chronister	Acting Chief	N. Las Vegas Police Department
Steve	Keefer	Chief of Police	Sparks Police Departement
Jack	Freer	Chief Deputy	Carson City Sheriff Department
Don	Zumwalt	Chief of Police	Elko Police Department
Thomas	Finn	Chief of Police	Boulder City Police Department
Douglas	Law	Chief of Police	Mesquite Police Department
Allen	Veil	Sheriff	Fernley Police Department
Bill	Becht	Captian	Pahrump Police Department
Douglas	Gilespie	Sheriff	Laughlin Police Department
Chris	Perry	Aciting Director	NV Dept of Public Safety Headquarters-Highway Patrol
Mike	Myers	Fire Chief	Las Vegas Fire Department
Doug	Stevens	Fire Chief	Henderson Fire Department
Michael	Hernandez	Fire Chief	Reno Fire Department
Al	Gillespie	Fire Chief	North Las Vegas Fire Department
Andreas	Flock	Fire Chief	Sparks Fire Department
Stacey	Giomi	Fire Chief	Carson City Fire Department
Alan	Kightlinger	Fire Chief	Elko Fire Department
Kevin	Nicholson	Fire Chief	Boulder City Fire Department
Len	DeJoria	Fire Inspector	Mesquite Fire Department - Fire Station #1 - Headquarters
Darryl	Cleveland	Fire Chief	North Lyon County Fire Protection District - Fernley Fire Department
Scott	Lewis	Fire Chief	Pahrump Fire Department
Daniel	Mila de la Roca	Fire Chief	Laughlin Fire Department
			Life Guard International
			Mercy Flight Services
			Med Flight Air Ambulance Inc
			Medicwest Ambulance Las Vegas
			American Medflight Inc
			Access Air Ambulance



#### Nevada State Rail Plan



## **Industry Survey**

The Nevada Department of Transportation is conducting a planning effort to develop a new statewide rail plan in accordance with federal requirements to be eligible for federal rail funding. We need information for this study from those who deal with local freight shipments and have knowledge of local and/or regional transportation needs and trends so that we can evaluate local business, economic, and industrial conditions.

We are surveying stakeholders to better understand the rail-related issues and needs within the state. Your company/entity has been selected to participate in this planning effort; and we respectfully request that you complete the following survey about your current and future business needs. The information that you provide will be used to identify and prioritize improvements that are needed in the rail infrastructure throughout the State of Nevada and our neighboring states.

The enclosed list of questions is presented to help identify trends that define the freight movements and transportation needs for the State of Nevada. These questions are not all-inclusive. Please add any additional comments or concerns that you believe would be of help. If you have any questions regarding this study, please contact <contact name> at xxx-xxx-xxxx (office), xxx-xxx-xxxx (cell), or by e-mail at xxx@xxx.com

Please do not provide or disclose any information that you consider to be proprietary or confidential because the survey results must be included in the project's public record to support the final statewide rail plan.

Name and Address of Business:					
The ADD A MANAGEMENT					
Type of Product(s) shipped:					
Contact Information (name, address and phone number):					
Contact information (name, address and prioris names).					

1. Are you shipping your product today by truck, rail, or both?

- 2. Is shipment by rail available in your area?
- 3. If rail is not available, do you ship by truck to a rail-served location and transfer to a train? If so, where is the train transfer made?
- 4. Please provide a brief description of issues associated with obtaining available trucks, drivers, trains or containers to ship your product. Please note if seasonal access is a shipping problem for your operations.
- 5. Please provide a brief description of issues associated with truck/rail companies making pick-up and/or delivery stops at your location.
- 6. What is the origin of any product being shipped to you (location and distance)?
- 7. What is the final destination of product that you ship to customers (location and distance)?
- 8. What type (peanuts, oil, gas, merchandise, etc.) and volume (tons, containers, gallons, etc.) of product(s) do you ship and what type(s) of container(s) are used to ship the product?
- 9. What is the frequency of your shipments (daily, weekly, monthly)?
- 10. Are your freight shipments seasonal?
- 11. If your freight shipments are seasonal, what are the peak months for your shipments?
- 12. How would increased truck/rail freight alternatives affect business competition and your ability to make a profit or increase profits?

- 13. What would you like to see changed to improve your freight shipments to meet your current and future needs?
- 14. Would these improvements (item 12 above) generate larger and/or more frequent freight shipments? If yes, approximately how much larger or more frequent?
- 15. Please provide any additional comments, concerns, and opinions regarding freight movements associated with your business (Use additional attachments as needed.)

Please return this Survey in the self-addressed postage-paid envelope provided. If this envelope is no longer available, please return this Survey to the following address:

Statewide Freight Study Survey

Attention: <contact name>

Company Address

City, State Zip

Thank you for your time, effort, and participation in this survey.



#### Nevada State Rail Plan



# Industry Survey Shortlines

The Nevada Department of Transportation is conducting a planning effort to develop a new statewide rail plan in accordance with federal requirements to be eligible for federal rail funding. We need information for this study from those who deal with local freight shipments and have knowledge of local and/or regional transportation needs and trends so that we can evaluate local business, economic, and industrial conditions.

We are surveying stakeholders to better understand the rail-related issues and needs within the state. Your company/entity has been selected to participate in this planning effort; and we respectfully request that you complete the following survey about your current and future business needs. The information that you provide will be used to identify and prioritize improvements that are needed in the rail infrastructure throughout the State of Nevada and our neighboring states.

The enclosed list of questions is presented to help identify trends that define the freight movements and transportation needs for the State of Nevada. These questions are not all-inclusive. Please add any additional comments or concerns that you believe would be of help. If you have any questions regarding this study, please contact <contact name> at xxx-xxx-xxxx (office), xxx-xxx-xxxx (cell), or by e-mail at xxx@xxx.com

Please do not provide or disclose any information that you consider to be proprietary or confidential because the survey results must be included in the project's public record to support the final statewide rail plan.

Na	ame and address of Sh	ortline Railroad						
Co	Contact Information (name, address and phone number):							
Please indicate the Class 1 railroad(s) that your shortline railroad services:								
	UPRR:	BNSF	_					
	Another Shortline Rai	lroad	(Please name)					

2.	Please describe how rail interchanges are made with your railroad (such as number of interchange locations, how and who makes the interchange moves, frequency, etc.)
3.	Please describe some of the constraints that impact your railroad (such as travel time constraints, capacity, equipment, crews, etc.):
4.	How many gross tons of freight do you carry on your railroad per year?
5.	What are the top three or four commodities that are shipped across your railroad and what type of equipment are they shipped in (flat cars, hoppers, box cars, etc.)?
6.	Do your ship HAZMAT material on your railroad?
7.	Does your railroad have the capacity to transport 286k cars, and if not, do you have a cost estimate for improvements to achieve this capacity?
8.	Does your railroad have the capacity to transport 315k cars, and if not, do you have a cost estimate for improvements to achieve this capacity?
9.	Please provide a brief summary of your railroad inventory:
	Length of Mainline Track:  Number of non-industry Siding/Passing Tracks:  Avg. Length of non-industry Siding/Passing Tracks:  Number of Industry Tracks:  Number of Public Grade Crossings:  Active
	Passive Number of Bridges:
	Number of Dirages.

10.	How many miles	s of each Class 1,	2, 3, and 4 track a	re on your railroad?
	Class 1:	Class 2:	Class 3:	Class 4:
11.	How many custo	omers do you ser	vice on your railroa	d?
an roa pro	d frequency of tra ads/highways, an ojections, can he	ains that are oper od other railroads.	ating through town: This information, ted areas and pote	nine the number, length, s, crossing public combined with traffic ntial locations for rail
12.	,		t seasonal shipmer the year – please	nts (such as farm crops) describe:
13.	of your railroad,	100000	in starts, carloads o	oss the various segments on an annual basis, and
dest	ination of freight	shipments across		the origination and ludes how much freight en trucks and rail.
14.	Identify the follo	wing percentages	of freight moveme	ents on your railroad:
	Percent of Loca Percent of Freig Percent of Freig Percent of Over	ht Forwarded:	nts:	
15.		ase identify the pe pect to the State		t movements on your
	Percent of Loca Percent of Freig Percent of Freig		nts:	

	Percent of Overhead Freight:
16.	Please provide your opinion with respect to your observation of truck/rail freight movements across your railroad system:
17.	What challenges and opportunities do you face that could increase rail shipments on your railroad:
18.	Does your railroad have the space and/or ability to construct an industrial development site that could provide product transfers (Reload Centers) to/from trucks and rail, and do you consider this option to be a good or bad concept:
19.	Can your railroad right-of-way, or current tracks, support light rail or commuter trains, and what are your railroad's concerns with respect to this issue:
20.	Please provide any additional comments, concerns, and opinions regarding freight movements associated with your shortline railroad (Use any additional attachments as needed.)
	ease return this Survey in the self-addressed postage-paid envelope provided.
	this envelope is no longer available, please return this Survey to the following ldress:
	Statewide Freight Study Survey Attention: <contact name=""> Address</contact>
	City, State Zip

Thank you for your time, effort, and participation in this survey.





# Industry Survey Government Agencies

The Nevada Department of Transportation is conducting a planning effort to develop a new statewide rail plan addressing both freight and passenger rail in accordance with federal requirements to be eligible for federal rail funding. We need information for this study from those who deal with local freight shipments and have knowledge of local and/or regional transportation needs and trends so that we can evaluate local business, economic, and industrial conditions, as well as passenger rail potential.

We are surveying stakeholders to better understand the rail-related issues and needs within the state. Your agency/governmental entity has been selected to participate in this planning effort; and we respectfully request that you complete the following survey about your community's current and future transportation problems, needs, and potential. The information that you provide will be used to identify and prioritize improvements that are needed in the rail infrastructure throughout the State of Nevada and our neighboring states.

The enclosed list of questions is presented to help identify trends that define the freight and passenger movements and transportation needs in the State of Nevada. These questions are not all-inclusive. Please add any additional comments or concerns that you believe would be of help. If you have any questions regarding this study, please contact <contact name> at xxx-xxx-xxxx (office), xxx-xxx-xxxx (cell), or by e-mail at xxx@xxx.com

Please do not provide or disclose any information that you consider to be proprietary or confidential because the survey results must be included in the project's public record to support the final statewide rail plan.

Name of City, County, and/or Region:
Approximate area (sq. miles) and population:
City/County/Agency Completing Survey:
Contact Information (name, address and phone number):

1. What has been the rate of growth or reduction in the size of your community's population and employment over the past 5 years? 2. What kind of growth or reduction rate in population and employment do you anticipate in your community over the next five years? 3. Have any industries, agriculture companies, or wholesale companies moved into your community in the last five years? (If yes, how many, and please provide their name, type of business, and location): 4. Are you aware of any industries, agriculture companies, or wholesale companies that are planning to relocate away from your community? (If yes, how many, and please provide their name, type of business and location): 5. What are the primary types of freight commodities shipped into and out of your community (industrial, wholesale, agriculture)? 6. If railroad tracks are currently located in your community, do any of the atgrade crossings create a logistical problem with emergency response vehicles or create any major traffic congestion problems? 7. If you had an option, would you want the main truck route to bypass your community, or to go through your community? (Please explain) 8. If a freight railroad is currently located through your community, would you rather have the tracks relocated to bypass your community?

9. Is movement of freight by rail an existing option in your community?

10.	Would freight rail access in your community help to retain or add to businesses and jobs?
11.	If railroad tracks are currently located in your community, please describe how, or if, freight is transferred between trucks and rail.
12.	Please describe any additional specific truck and rail improvements that are needed in your community.
13.	What types of industries and businesses could be attracted to your community if truck and rail freight movements were better coordinated to create a "system" for efficient and effective freight movements?
14.	Please provide any additional comments, concerns, and opinions regarding freight movements associated with your community (Use any additional attachments if needed.)
15.	Do you currently have, or did you used to have passenger rail service in your community? Please discuss.
16.	What improvements do feel may be needed to improve or restore passenger rail service for your community?
17.	Would you like to have high-speed rail service available to your community? Please discuss any positives (such as economic development) that you expect could result, or negatives (such as noise or crossing conflicts) that you may be concerned about.

18. Please share any additional thoughts you have about passenger rail service for Nevada.

Please return this Survey in the self-addressed postage-paid envelope provided. If this envelope is no longer available, please return this Survey to the following address:

Statewide Rail Study Survey Attention: <a href="mailto:</a><a href="mailto:</a> <a href="mail

Company Address

City, State Zip

Thank you for your time, effort, and participation in this survey.





# Technical Advisory Committee for the Nevada State Rail Plan

--Initial TAC Meeting— February 2011

Enhancing Rail Infrastructure and Services to Fulfill Nevada's Transportation Needs





## Why a State Rail Plan?

### **Purpose And Need**

- Develop a statewide rail plan that:
  - Improves statewide transportation
    - Freight and Passenger
    - Congestion Relief
    - Intermodal Connectivity
  - Identifies Projects
  - Implementation Plan with Priority
- Meet federal requirements for funding eligibility and integrate into overall federal rail program



## **Planning Process**

- Establish rail plan vision and goals
- Evaluate NDOT organization and decision process
- Conduct rail system inventory
- Conduct stakeholder and public outreach
- Identify issues and needs
- Identify discrete projects and priorities
- Identify funding needs and sources
- Develop implementation plan



## **Plan Content**

- Vision, goals and objectives
  - To guide actions, programs, and prioritization
  - Provide linkages to state transportation plan
- Rail system inventory and assessment
  - System inventory
  - Performance assessment
  - Identify issues and opportunities
  - Identify needs (current and future)
- Plan for the future
  - Prioritize investments/projects
  - Implementation plan



## **Purpose of TAC**

- To provide guidance and input on Nevada's new statewide rail plan
- To serve as a liaison between your agency/firm, NDOT, and the consultant team
- To share your knowledge of your agency/firm's current plans and development proposals
- To convey project information to your agency/firm's personnel



# **TAC Membership**

### **North and South TACs**

- Government representatives—federal, state, regional, and municipal
- Transportation representatives railroads (passenger and freight), bus, trucking, etc.
- Other participants—shipping interests, rail associations, tourism, etc.



# **TAC Responsibilities**

- Initial meetings: Jan. 25-south and Jan. 26-north
  - Learn about state rail planning process
  - Review draft vision, goals and objectives
  - Identify rail issues and opportunities
  - Identify rail needs and potential projects
- Second meeting: 3<sup>rd</sup> quarter 2011
  - Review public meeting findings and stakeholder interview and survey data

Key Rail Plan Tasks and Schedu							
Key Tasks	2010 4 <sup>th</sup> O	2011 1 <sup>st</sup> O	2011 2 <sup>nd</sup> Q	2011 3rd Q	2011 4 <sup>th</sup> Q	2012 1st O	
✓ Provide Outreach Program			ind #1		Round #2		
> TAC		*	10 11	**************************************	round #2		
> Stakeholders and General Public		*		^	*		
➤ Website		^			^		
✓ Define Baseline							
> Draft Rail Plan Vision, Goals, and Objectives			or	-going refinement			
> Conduct NDOT Rail Organization Self-Assessment							
➤ Inventory and Evaluate State Rail System							
✓ Identify Rail Issues and Opportunities							
✓ Prepare Plan							
> Identify Needs and Potential Projects							
> Evaluate and Prioritize Projects							
➤ Identify Funding Sources							
➤ Develop Implementation Strategy							
✓ Prepare Draft and Final Report							



## **Mission Statement**

NDOT Will Work With Passenger and Freight Rail Transportation Stakeholders:

- To develop and provide enhanced rail transportation infrastructure and services
- That address the transportation needs of the state
- That improve the overall:
  - Quality of life,
  - Safety, and
  - Environmental and economic sustainability
- For the citizens of Nevada



## **Passenger Rail Vision**

## To Develop a Passenger Rail System:

- That provides the traveling public
- With <u>an attractive, energy-efficient, cost-effective, and reliable</u> alternative choice
- To auto, bus, and air transportation
- With intermodal connectivity
- That enhances economic and environmentally sustainable travel
- Within, to, and through the state



## **Freight Rail Vision**

To Have an Economically-competitive Freight Rail System:

- That moves goods efficiently and expeditiously across the state
- That is <u>fully integrated with interstate and intrastate shipping modes</u>
- Thereby relieving highway congestion
- Improving the overall safety and quality of life for the traveling public and the citizens of Nevada



## **Goal #1 and Objectives**

**Enhance the Safety and Efficiency of the State's Rail Transportation System.** 

- Work with adjacent states to achieve a regional transportation solution
- Provide enhanced rail system connectivity to other modes of transportation
- Promote congestion relief on the state's rail lines and on its interstate highway network
- Enhance rail safety and security, including Positive Train Control (PTC) measures



## **Goal #2 and Objectives**

Optimize Nevada's Rail Potential to Effectively Address Social, Economic, Environmental, and Energy Effects.

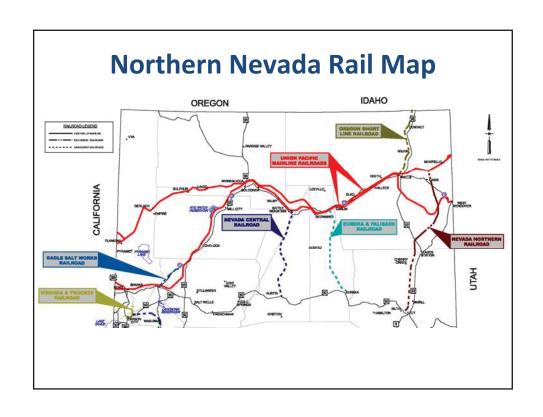
- Plan for high-speed passenger rail services
- Address the potential for trade and economic development
- Realize positive air quality gains and reduce energy consumption with effective passenger and freight rail operations
- Maximize sustainability

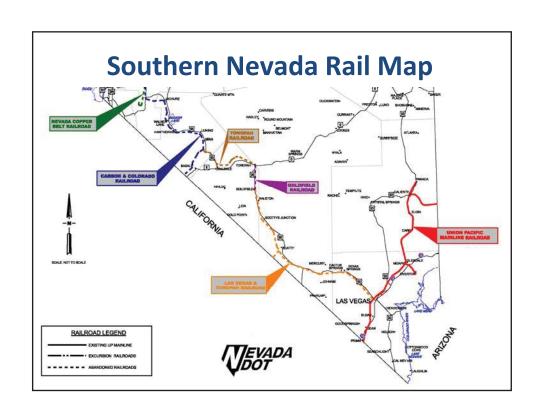


## **Goal #3 and Objectives**

Develop an Organizational Structure and Strategies Yielding a Streamlined Process for Implementing Nevada's Rail Transportation Improvements.

- Identify and prioritize rail infrastructure improvements
- Identify funding strategies for rail improvements
- Prepare an organizational chart and legislative procedures to accomplish rail improvements







## **Open Discussion**

#### **Rail Issues and Opportunities**

- Congestion mitigation and mode development
- Trade and economic development
- Air quality and climate change
- Energy use
- Land use and community impacts
- Congestion and travel time impacts
- Safety and security



## **Open Discussion**

## **Rail Needs and Potential Projects**

- Intercity passenger rail line improvements
- Local commuting line changes
- Freight rail expansions, upgrades, extensions, and relocations
- Signal system and grade-crossing improvements
- Adding intermodal facilities
- Improving landside connections and rail yards
- Purchasing rolling stock



## For More Information

Rail Plan Comments/Questions: Ken Lambert, Jacobs, (702) 938-5502 ken.lambert@jacobs.com

NDOT Comments/Questions: Matthew Furedy, NDOT, (775) 888-7353 mfuredy@dot.state.nv.us

Comments by Friday, February 11, 2011 to ken.lambert@jacobs.com





## Thank You!

www.nvrailplan.com (coming soon)







#### **Meeting Minutes**

Meeting Subject: Technical Advisory Committee – Initial Meetings

Meetings: 1-3

Locations: RTC of Southern Nevada, Las Vegas – January 25

Northeast Community Center, Reno – January 26

Jacobs, Las Vegas, WebEx - February 8

Start: 9:05 AM Finish: 10:05 AM Day: Tuesday Date: January 25, 2011

Start: 9:10 AM Finish: 10:02 AM Day: Wednesday Date: January 26, 2011

Start: 10:00 AM Finish: 10:50 AM Day: Tuesday Date: February 8, 2011

# PRESENTATION—PowerPoint presentation made by Darwin Desen at all three sessions

The Nevada State Rail Plan (SRP) is an 18-month project, and this marks the initial formal review for the Technical Advisory Committee (TAC).

Implementation of the Passenger Rail Infrastructure Improvement Act (PRIIA) reflects the federal government's heightened interest in stimulating the economy through federal grants. The act encourages states to develop a PRIIA-compliant SRP that will provide for a complete statewide rail system; relieve traffic congestion; promote intermodal connectivity; identify projects for each state to advance; and include implementation, prioritization, and funding methods for those projects.

The SRP will establish a vision statement goals and objectives; evaluate the DOT organization and decision-making processes; assess the state's rail inventory; perform stakeholder and public outreach with one-on-one interviews, surveys, and public meetings; identify needs and issues; identify funding mechanisms; and define an implementable plan. Stakeholders include rail operators and public agencies.

The SRP content will include the vision, goals and objectives; inventory and assessment; and a plan for the future.

The purpose of the TAC is to gain input and feedback on the direction of the SRP project. Members serve as a liaison between your agency and NDOT to share knowledge of what your group is planning for the future and what challenges you are facing. Your responsibilities include attending two meetings, providing input, initiating dialog, continuing dialog in the future, and helping the team put together the final plan.





This 18-month process includes developing the vision and mission statements and goals and objectives, holding two TAC meetings in January 2011 and three public meetings in February-March, soliciting information through three surveys and one-on-one interviews, assessing the NDOT organization, and assessing the existing rail inventory. The inventory includes main freight rail lines, abandoned rail lines, and excursion and mining lines. The SRP also includes identifying rail issues and opportunities and then identifying and prioritizing potential projects, as well as identifying funding sources as a baseline for developing an implementation strategy.

#### **OPEN DISCUSSION** held with all three sessions as noted by parenthetical dates

- (1.25.11) POLLY CAROLIN, RTC, suggested that a branch freight line, which carries two freight trains to Henderson should be added to the south rail line map. The consultant will follow up with updates to this FRA map.
- (1.25.11) RANDY FULTZ, CLV, inquired whether the study will be addressing freight-to-rail transfer stations, which was affirmed. He inquired about whether truck traffic on highways versus rail shipments, including removing trucks from I-15, will be considered, which was affirmed. He noted that new ports in Mexico will lead to more freight traffic through Phoenix heading north. Congested I-15 locations were referenced along with pinpointing transfer locations; the SRP is being coordinated with the I-15 freight study. NDOT was identified as a proponent of a proposed I-11 tie-in.
- (1.25.11) POLLY CAROLIN, RTC, suggested that it might be desirable to develop near-term intercity Amtrak service through Las Vegas using what may be excess freight capacity today as a step in getting future high-speed rail service. She noted that an earlier study showed enough demand to meet Amtrak's revenue requirements, although at the time not enough equipment was available to operate such a line. Such service was noted as typically providing one train per day; and delays can be an operating problem with Amtrak operating on freight trackage. Also, PRIIA includes specific objectives for Amtrak.
- (1.25.11) STEVE HALLOWAY, AGC, inquired about how the proposed I-11 ties into the plan, to which Polly Carolin of the RTC responded that it is a component of the I-15 CSMP. He also inquired about how the proposed maglev factors into the plan. Darwin Desen responded that maglev and HSP are passenger rail services that will be considered in the SRP.
- (1.25.11) RICHANN BENDER, MAGLEV, expressed interest in getting a commitment in the SRP for a dedicated high-speed rail solution. The SRP will address future high-speed rail passenger service. FRA was noted as having designated high-speed rail corridors for 150 mph or greater speed service; significant high-speed rail funding has gone initially to a few states, including California, Washington, and Florida. Eric Glick of

## VEVADA DOT

#### **Nevada State Rail Plan**



NDOT responded that the national plan identifies the dedicated rail corridors for HSR and those within the state of Nevada will be made a part of the SRP. Amtrak was noted as operating on freight rail lines, with infrequent service (one a day), whereas HSR involves more trains per day. She inquired if NDOT will identify what is more beneficial for the State.

- (1.25.11) RANDY FULTZ, CLV, in response to Richann, noted the need to identify what the State has and what the issues are before developing alternatives. He also expressed interest in having an open dialog format at the next TAC meeting for the committee to discuss the ideas and alternatives identified in the public outreach process. Darwin Desen confirmed that the second TAC meeting in Q3 of 2011 will take this approach.
- (1.25.11) POLLY CAROLIN, RTC, suggested that because equipment and systems for passenger rail—Amtrak—are quicker to implement than HSR, that passenger rail be established on the newly improved freight lines on an interim basis until HSR is in operation. Darwin Desen responded that the primary goal of the SRP is to identify and prioritize projects, including short-term possibilities, such as improving passenger rail with Amtrak and long-term possibilities for HSR. Projects need to be prioritized in order to be eligible for federal funds.
- (1.25.11) RANDY FULTZ, CLV, noted that the prioritization of projects did not come out in mission and vision statements.
- (1.25.11) JOHN-PAUL WOYTON, MAGLEV, suggested including Caltrans on the stakeholder list, along with OCTA and other organizations in California. Caltrans is on the stakeholders list and Darwin Desen confirmed that we have looked at those organizations, and reiterated that our focus is on local commuters. Eric Glick of NDOT added that based on priorities, we may bring them in for discussion, given the priority of passenger rail.
- (1.25.11) STEVE HALLOWAY, AGC, commented on building intermodal hub facilities for concentrated Las Vegas warehousing districts, which could support product assembly and getting transfer shipments to market.
- (1.25.11) RICHANN BENDER, MAGLEV, inquired about how the criteria for prioritizing projects will be set. Darwin Desen responded that as we develop the criteria we will send them to the TAC for review and comment.
- (1.26.11) BOB EDWARDS, BLM noted that rights-of-way on numerous out-of-service rail lines may be privately owned and not readily assembled for reuse. He noted that some rail lines involve historic preservation considerations. He suggested that in addition to moving freight across the state, rail lines can provide excursion passenger service that will provide economic development in small communities. He asked if the

## VEVADA DOT

#### Nevada State Rail Plan



SRP will look at such opportunities, and the consultant's affirmative response noted that such lines will be listed to identify projects for inclusion in the SRP. Intercity and high-speed passenger rail were noted as a primary PRIIA focus; tourism railroads can be important for state economics.

- (1.26.11) TONY ALMARAZ, NEVADA HIGHWAY PATROL/NEVADA DEPARTMENT OF PUBLIC SAFETY raised the issue of safety and the need for the state rail plan to consider homeland security, specifically moving hazardous materials by rail and addressing international terrorism. (He also furnished Cindy Tibbs with information for the stakeholders list included in the handout packet.)
- (1.26.11) CLAUDIA HANSON, CITY OF RENO expressed interest in having passenger rail service between Reno and points west, including Truckee, Lake Tahoe, and onto Sacramento and the San Francisco Bay area to reduce roadway traffic and shorten travel time, as well as to attract California visitors.
- (2.8.11) PATRICE ECHOLA, RTC, inquired whether "Rails for Trails" would be considered as an option for unused railroads in the SRP, which was affirmed.
- (2.8.11) DANIEL KUNE, UDOT REPRESENTATIVE, commented that several of the rail lines on the existing railroad map are no longer in service. He suggested we show a layered map of the evolution of railroads in the State.
- (2.8.11) KEN SMITHSON, CARSON CITY, questioned the term "alternative" in the passenger rail vision statement; the consultant affirmed that the intent is for intermodal connectivity.
- (2.8.11) DANIEL KUNE, UDOT REPRESENTATIVE, suggested providing passenger rail facilities between Salt Lake City and Los Angeles.
- (2.8.11) LIISA STARK, UP, inquired whether the TAC would receive surveys to respond to, which was affirmed.

# CONCLUSION--Concluding Comments at all three sessions presented by Darwin Desen

Comments and questions go to Ken Lambert and/or Matt Furedy by February 11, 2011. However, the TAC is encouraged to continue to provide feedback throughout the year. The next TAC meeting, in Q3 2011, will be an interactive session that will cover the needs, issues, and opportunities identified in the meetings, interviews, and surveys conducted over the next several months. Comments/suggestions will be collected through surveys (mail and online), one-on-one interviews, email, and at public meetings with a stenographer.





The TAC was asked to review the handouts and provide input on the goals and objectives, the stakeholder list, and the survey forms.

The first-round public meetings are scheduled for Monday, February 28 at the Howard Wasden Elementary School in Las Vegas; Tuesday, March 1 at NDOT's District II office in Sparks; and Wednesday, March 2 at the Red Lion Inn in Elko. TAC members who are available and wish to attend were encouraged to come.

Attachments:
Sign-in Sheets/Registration List





### Sign-In Sheet

Meeting Subject: Nevada State Rail Plan

**Initial South TAC Meeting** 

Time / Date: 9:00 AM - Noon / January 25, 2011 Location: Regional Transportation Commission

of Southern Nevada—Conference

Room 127

600 South Grand Central Parkway

Las Vegas, NV 89106

Name	Firm	Present	Phone	Email
Ingela Thens	Jacobs	V	938-5483	angela. Ynons@jaops. a
DARWIN DESIEN	SACOBS		214 384 3205	darwin, desen@Jacob.com
RICHANN BENDER	CANV SUPER SPEED TRAIN	V	702-232-8099	richann, bandar @ Juhoo, co
J.P. WOYTON	PARSONS	V	702,526.2433	JP. WOYTON @ PARSONS, COM
Here Holloway	AGC	V	702/796-9986	steve a age lu, org
Luke Hischnig	LIKIN		702892-074	produce the con
Poly Casolor	RTL	7	202 676-1721	CORDLIAD ORICAN COM
Frankoussen	NCED/DETA		7024862729	FWOODECH BOIVERS FINEVAR
RANDY FULTZ	CL	•	702229-2176	cfiltze legregesneveda gov
MATTHEN FUREDY	NOOT		775 - 888 - 7353	Aforedy & dot. State. N. U.S.
Tony LetiziA	NDOT		702-730-3300	tietizias det state NV: US
Jod Farree	NDOT	/	702-730-3301	JPELTIER @ Bot. State, NV. US
Maria Rodrigge	RTC	<b>V</b>	702-676-1708	Radriguezma RTCSNV. 0
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### Sign-In Sheet

Meeting Nevada State Rail Plan Subject: Initial North TAC Meeting

Time / Date: 9:00 AM - Noon / January 26, 2011

Location: Evelyn Mount Northeast Community Center

1301 Valley Road Reno, NV 89512-2228

Name	Firm	Present	Phone	Email
CINDY TIBBS	JACOBS	X	775.850.5100	Cindy tibbs @ jacobs. com
John McCarolly	Jaroles	X	314 335-4415	john M. mccardling a joeolas co
MATTHEN FUREDY	NOOT	×	775-888-7353	infured and of state news
ERIC GLICK	NAOT	X	775 888 7464	EGLICK PLOT. STATE NV. US
DAKWIN DIESIEN	StroB9		214 394 3205	darwin deser @ Jacobs com
Claudia Harson	City & Reno	V	775-334-2381	hansince remigor
Bob Edwards	Ben	0	715-861-6532	robert-colorals eblus 90
TONY ALMARAZ	NHP	/	ns 684.4478	TALMARAZ Q DPS. STATE, NV. US
KIETTH Nowled	TRPA		(715/587-5289	SOUNDEDGO TRAN.OPE
Jaon VanHaye	NOOT		775-888-7119	juanhave   adot. state. nv. us
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### Sign-In Sheet

Meeting Subject: Nevada State Rail Plan

**Initial South TAC Meeting** 

Time / Date: 9:00 AM - Noon / January 25, 2011 Location: Regional Transportation Commission

of Southern Nevada—Conference

Room 127

600 South Grand Central Parkway

Las Vegas, NV 89106

Name	Firm	Present	Phone	Email
Ingela Thens	Jacobs	V	938-5483	angela. Ynons@jaops. a
DARWIN DESIEN	SACOBS		214 384 3205	darwin, desen@Jacob.com
RICHANN BENDER	CANV SUPER SPEED TRAIN	V	702-232-8099	richann, bandar @ Juhoo, co
J.P. WOYTON	PARSONS	V	702,526.2433	JP. WOYTON @ PARSONS, COM
Here Holloway	AGC	V	702/796-9986	steve a age lu, org
Luke Hischnig	LIKIN		702892-074	produce the con
Poly Casolor	RTL	7	202 676-1721	CORDLIAD ORICAN COM
Frankoussen	NCED/DETA		7024862729	FWOODECH BOIVERS FINEVAR
RANDY FULTZ	CL	•	702229-2176	cfiltze legregesneveda gov
MATTHEN FUREDY	NOOT		775 - 888 - 7353	Aforedy & dot. State. N. U.S.
Tony LetiziA	NDOT		702-730-3300	tietizias det state NV: US
Jod Farree	NDOT	/	702-730-3301	JPELTIER @ Bot. State, NV. US
Maria Rodriguez	RTC	<b>V</b>	702-676-1708	Radriguezma RTCSNV. 0
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### Sign-In Sheet

Meeting Nevada State Rail Plan Subject: Initial North TAC Meeting

Time / Date: 9:00 AM - Noon / January 26, 2011

Location: Evelyn Mount Northeast Community Center

1301 Valley Road Reno, NV 89512-2228

Name	Firm	Present	Phone	Email
CINDY TIBBS	JACOBS	X	775.850.5100	Cindy tibbs @ jacobs. com
John McCarolly	Jaroles	X	314 335-4415	john M. mccardling a joeolas co
MATTHEN FUREDY	NOOT	×	775-888-7353	infured and of state news
ERIC GLICK	NAOT	X	775 888 7464	EGLICK PLOT. STATE NV. US
DAKWIN DIESIEN	StroB9		214 394 3205	darwin deser @ Jacobs com
Claudia Harson	City & Reno	V	775-334-2381	hansince remigor
Bob Edwards	Ben	0	715-861-6532	robert-colorals eblus 90
TONY ALMARAZ	NHP	/	ns 684.4478	TALMARAZ Q DPS. STATE, NV. US
KIETTH Nowled	TRPA		(715/587-5289	SOUNDEDGO TRAN.OPE
Jaon VanHaye	NOOT		775-888-7119	juanhave   adot. state. nv. us
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## **Technical Advisory Committee WebEx**

#### Nevada State Rail Plan

February 8, 2011, 10:00 AM Pacific Standard Time

Participant 1

Name: Angela Thens Email: angela.thens@jacobs.com

IP Address: 216.253.136.252 WINDOWS,IE Browser:

Invited: Yes Registered:

Date: 2/8/11 10:00 am Start time: End time: Duration: 52 mins 10:51 am

Title: Company:

Phone Number: Address1:

Address2: City:

State/Province: Country/region:

ZIP/Postal Code: Internal/External: External

Participant 2

Name: Michael Kies Email: mkies@azdot.gov

IP Address: 162.59.200.193 WINDOWS, IE Browser:

Invited: Registered: Yes

Start time: Date: 2/8/11 10:01 am End time: Duration: 10:51 am 50 mins

Assistant Director of Planning and Arizona DOT Title: Company:

Programming

Phone Number: 1-602-712-8140 Address1: 206 S 17th Ave

Address2: Mail Drop 310B City: Phoenix State/Province: Arizona Country/region: USA Internal/External: External

ZIP/Postal Code: 85007

Participant 3

Email: Name: Victor Crumley vcrumley@puc.nv.gov

IP Address: 167.154.165.124 Browser: WINDOWS,IE

Invited: No Registered: Yes

Date: Start time: 10:01 am 2/8/11 End time: 10:51 am Duration: 51 mins

Public Utilities Commission of Nevada Title: Company: Supervisor Railway Safety

Phone Number: 1-702-486-7907 Address1: 9075 W. Diablo Drive

Address2: Suite 250 City: Las Vegas State/Province: Nevada Country/region: Clark ZIP/Postal Code: 89148 Internal/External: External

Participant 4

Name: Don Cassano Email: dcassano@azdot.gov

IP Address: 162.59.200.193 WINDOWS,IE Browser:

Invited: No Registered: Yes

10:01 am Date: 2/8/11 Start time:

End time: 10:50 am Duration: 49 mins

Company: Arizona Department of Transportatin Title: Intergovernmental Affairs Manager

Phone Number: 1-602-377-3450 Address1: 206 S. 17th Ave.

Address2: Mail Drop 118A City: Phoenix

State/Province: AZ Country/region: US

ZIP/Postal Code: 85007 Internal/External: External

Participant 5

Name: john mccarthy Email: john.h.mccarthy@jacobs.com

IP Address: 12.179.62.26 Browser: WINDOWS,IE

Invited: No Registered: No

 Date:
 2/8/11
 Start time:
 10:02 am

 End time:
 10:51 am
 Duration:
 50 mins

Company: Title:

Phone Number: Address1:

Address2: City:

State/Province: Country/region:

ZIP/Postal Code: Internal/External: External

Participant 6

Name: Liisa Stark Email: llstark@up.com

IP Address: 72.37.9.218 Browser: WINDOWS,IE

Invited: No Registered: Yes

 Date:
 2/8/11
 Start time:
 10:04 am

 End time:
 10:51 am
 Duration:
 47 mins

Company: Union Pacific Railroad Title:

Phone Number: 1-916-792-9160 Address1:

Address2: City:

nv

State/Province: Country/region:

ZIP/Postal Code: Internal/External: External

Participant 7

Name: patrice echola Email: pechola@rtcwashoe.com

IP Address: 207.228.15.21 Browser: WINDOWS,IE

Invited: No Registered: Yes

 Date:
 2/8/11
 Start time:
 10:05 am

 End time:
 10:51 am
 Duration:
 47 mins

Company: RTC Title: transportation planner

Phone Number: 1-775-335-1904 Address1: 600 sutro street

Address2: City: reno

ZIP/Postal Code: 89512 Internal/External: External

Participant 8

State/Province:

Name: Darwin Desen Email: darwin.desen@jacobs.com

Country/region:

usa

IP Address: 12.178.24.2 Browser: WINDOWS,IE

Invited: No Registered: No

 Date:
 2/8/11
 Start time:
 10:05 am

 End time:
 10:51 am
 Duration:
 47 mins

Company: Title:

Phone Number: Address1:

Address2: City:

State/Province: Country/region:

ZIP/Postal Code: Internal/External: External

Participant 9

Name: Ken Smithson Email: ksmithson@carson.org

IP Address: 167.154.52.133 Browser: WINDOWS,IE

Invited: No Registered: Yes

 Date:
 2/8/11
 Start time:
 10:05 am

 End time:
 10:50 am
 Duration:
 45 mins

Company: City of Carson City Title: Transit Coordinator

Phone Number: 1-775/2837583 Address1: 3505 Butti Way

Address2: City: Carson City

State/Province: NV Country/region: USA

ZIP/Postal Code: 89403 Internal/External: External

Participant 10

Name: Jonathan hutchison Email: hutchij@amtrak.com

IP Address: 134.24.148.8 Browser: WINDOWS,IE

Invited: No Registered: Yes

 Date:
 2/8/11
 Start time:
 10:06 am

 End time:
 10:51 am
 Duration:
 45 mins

Company: amtrak Title: senior director, corridor development

Phone Number: 1-510-238-2671 Address1:

Address2: City:

State/Province: Country/region:

ZIP/Postal Code: Internal/External: External

Participant 11

Name: Vern Keeslar Email: vern@interplanco.com

IP Address: 70.97.91.168 Browser: WINDOWS,Other

Invited: No Registered: Yes

 Date:
 2/8/11
 Start time:
 10:06 am

 End time:
 10:50 am
 Duration:
 44 mins

Company: InterPlan (UDOT) Title: Senior Planner

Phone Number: 1-801-307-3400 Address1: 7719 South Main Street

Address2: City: Midvale

State/Province: UT Country/region: USA

ZIP/Postal Code: 84047 Internal/External: External

Participant 12

Name: Hannah Visser Email: hannah.visser@dot.gov

IP Address: 169.135.189.70 Browser: WINDOWS,IE

Invited: No Registered: Yes

 Date:
 2/8/11
 Start time:
 10:07 am

 End time:
 10:50 am
 Duration:
 44 mins

Company: FHWA Title:

Phone Number: 1-775-687-5322 Address1: 705 N Plaza St

Address2: Suite 220 City: Carson City

State/Province: NV Country/region:

ZIP/Postal Code: 89511 Internal/External: External



# Technical Advisory Committee for the Nevada State Rail Plan

December 2011

Enhancing Rail Infrastructure and Services to Fulfill Nevada's Transportation Needs





# **Planning Process**

- Establish rail plan vision and goals
- Evaluate NDOT organization and decision process
- Conduct rail system inventory
- Conduct stakeholder and public outreach
- Identify issues and needs
- Identify discrete projects and priorities
- Identify funding needs and sources
- Develop implementation plan



## How did we get here?

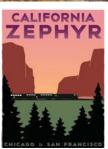
- Developed draft rail plan vision, goals, and objectives
- Conducted first round of TAC meetings
  - Two TAC meetings in January 2011
- Conducted first round of public meetings
  - Three meetings in Spring 2011 (Las Vegas, Reno, Elko)
- Stakeholder Involvement
  - 30 one-on-one meetings with project stakeholders including UPRR, BNSF, Amtrak, WHSRA, ADOT, Caltrans, IDOT, and UDOT
  - 44 mailed surveys returned from stakeholders
  - 75 comments from project website



## How did we get here?

- Coordinated with other relevant rail/highway studies
  - I-15 Corridor Long Range Multimodal study (NDOT)
  - Connecting Nevada (NDOT)
  - North-South multi-state multimodal study (NDOT)
  - Inland Ports (NDOT)
  - Southwest Rail Study (FRA)
- Completed drafts of Rail Inventory and Passenger and Freight Rail Improvements/Investments
- Identified issues & opportunities
- Prioritize future projects







## **Types of Projects**

- Passenger Rail
  - Conventional
    - Desert Wind from Salt Lake City to Los Angeles via Las Vegas
    - X Train Las Vegas to Los Angeles
    - 2022 Reno/Tahoe Olympics rail service
  - High Speed
    - DesertXpress
    - Maglev
    - WHSRA long-term Golden Triangle & northern Nevada
    - Multimodal High Speed Rail Terminals



# **Types of Projects**

- Freight Rail
  - UPRR future in-state projects (CTC, sidings, crossovers)
  - UPRR Donner Pass upgrade in California
  - Upgrades to Northern Nevada Railroad short line
  - Relocate Fallon transload facility & shorten tracks
  - Add spur lines, sidings, & service
- Rail-Highway Grade Crossings
  - Improve selected grade crossings annually
- Excursion Rail
  - Northern Nevada Railway extension
  - Virginia & Truckee extension



## **Project Evaluation – All Projects**

- Step 1: Identify projects based on stakeholder input
- Step 2: Preliminary Project Evaluation—All Projects Table
  - Is further study needed to be able to define and evaluate this concept/project?
  - Does the project have implementation issues constraining its advancement at this time?
  - Is the request a business issue for UPRR or BNSF to address?
  - Does the project warrant advancing to a more detailed evaluation?
- Projects that do not advance to the Evaluation Matrix will be re-evaluated during the next State Rail Plan update.



# Project Evaluation – Advanced Projects

- Step 3: Evaluation Matrix—for Advanced Projects
  - Categorize projects by timeline, public or private business decision, and cost range
  - Score projects based on the Rail Plan's goals and objectives
  - Identify needed approvals (Congress, Amtrak, and UPRR)
  - Consider selection factors
- Step 4: NDOT Recommendations
  - Policy Support
  - Funding Support



# Recommendation for NDOT Policy Support

- Short Term (0 5 years)
  - X-Train
  - DesertXpress
  - Modoc Sub land-banking
  - UPRR Weso crossover improvements
  - Excursion rail extensions V&T and Northern Nevada
- Mid Term (6 20 years)
  - 2022 Olympics rail service, pending further study
  - Mid-term UPRR improvements, including Donner Pass Phase 2
  - Inland Ports projects
  - Relocate Fallon transload facility and shorten trackage
- Long Term (20+ years)
  - WHSRA northern Nevada and Golden Triangle initiatives
  - Multimodal transportation hub in Las Vegas area



# Recommendation for NDOT Funding Support

- Rail-Highway Grade Crossing Program
  - On-going program
  - Updated annually

Key Rail	Plan	Tas	ks a	nd S	che	dule			
Key Tasks	2010 4 <sup>th</sup> Q	2011 1 <sup>st</sup> Q	2011 2 <sup>nd</sup> Q	2011 3 <sup>rd</sup> Q	2011 4 <sup>th</sup> Q	2012 1 <sup>st</sup> Q			
✓ Provide Outreach Program		Rou	nd #1	on-going -	lound #2				
≻ TAC		*			*				
➤ Stakeholders and General Public		*				*			
➤ Website									
✓ Define Baseline									
> Draft Rail Plan Vision, Goals, and Objectives			on	going refinement					
➤ Conduct NDOT Rail Organization Self-Assessment									
➤ Inventory and Evaluate State Rail System									
✓ Identify Rail Issues and Opportunities									
✓ Prepare Plan									
> Identify Needs and Potential Projects									
➤ Evaluate and Prioritize Projects									
➤ Identify Funding Sources									
➤ Develop Implementation Strategy									
✓ Prepare Draft and Final Report									





### For More Information

Rail Plan Comments/Questions: Mike McCarley, Jacobs, (702) 938-5570 Mike.McCarley@jacobs.com

NDOT Comments/Questions: Matthew Furedy, NDOT, (775) 888-7353 mfuredy@dot.state.nv.us

Comments by January 3, 2012













### Goals & Objectives

# Goal #1: Enhance the safety and efficiency of the state's rail transportation

- Work with adjacent states to achieve a regional transportation solution
- Provide enhanced rail system connectivity to other modes of transportation
- Promote congestion relief on the state's rail lines and on its interstate highway
- Enhance rail safety and security, including Positive Train Control (PTC) measures

### Goal #2: Optimize Nevada's rail potential to effectively address social, economic, environmental, and energy effects

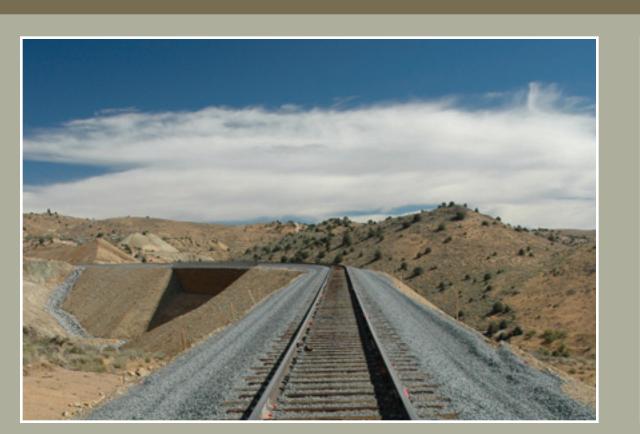
- Plan for high-speed passenger rail services
- Address the potential for trade and economic development
- Realize positive air quality gains and reduce energy consumption with effective passenger and freight rail operations
- Maximize sustainability

### Ø Goal #3: Develop an organizational structure and strategies yielding streamlined process for implementing Nevada's rail transportation improvements

- Identify and prioritize rail infrastructure improvements
- Identify funding strategies for rail improvements
- Prepare an organizational chart and legislative procedures to accomplish rail improvements

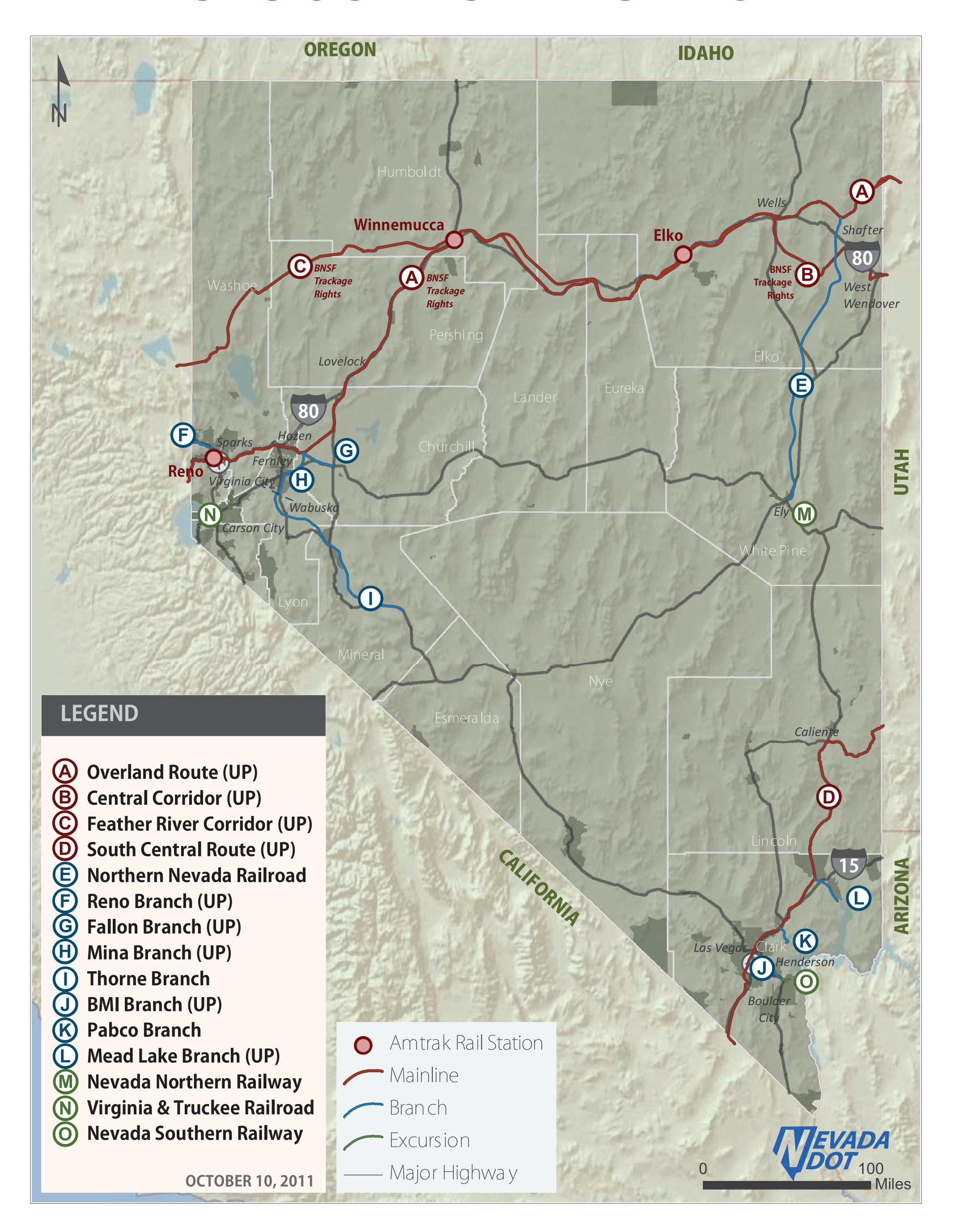




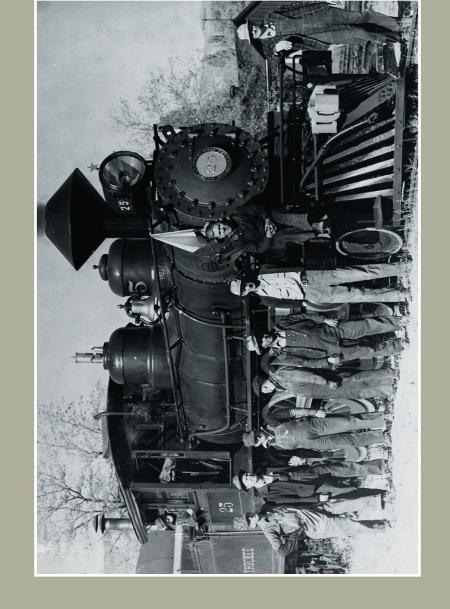


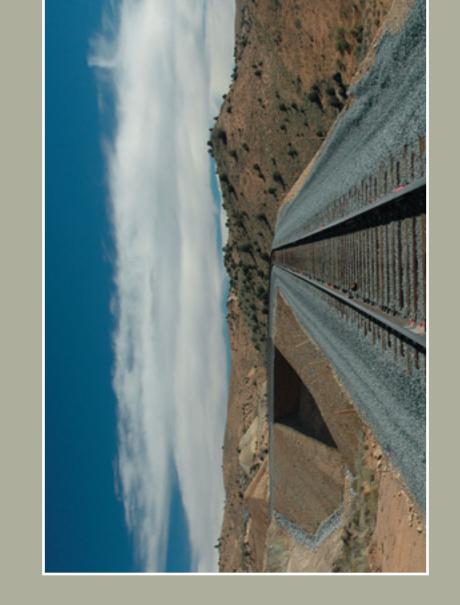


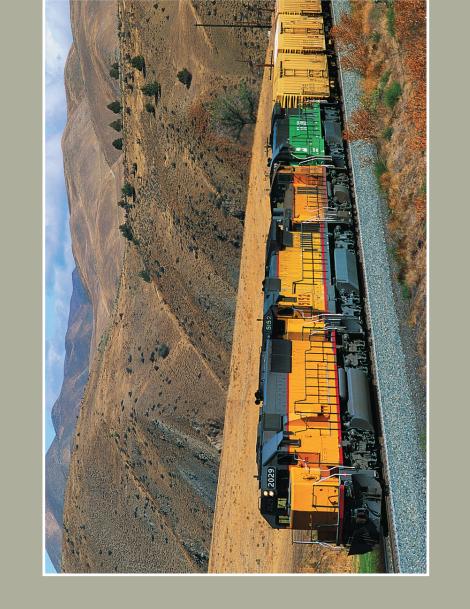
### Nevada Rail Network







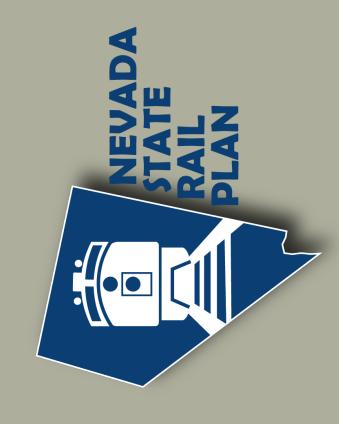


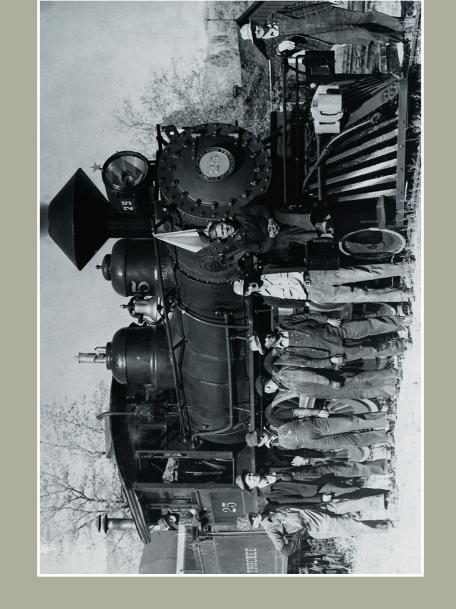


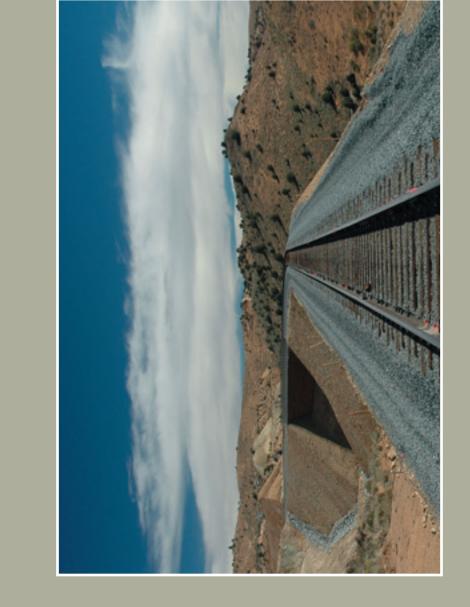


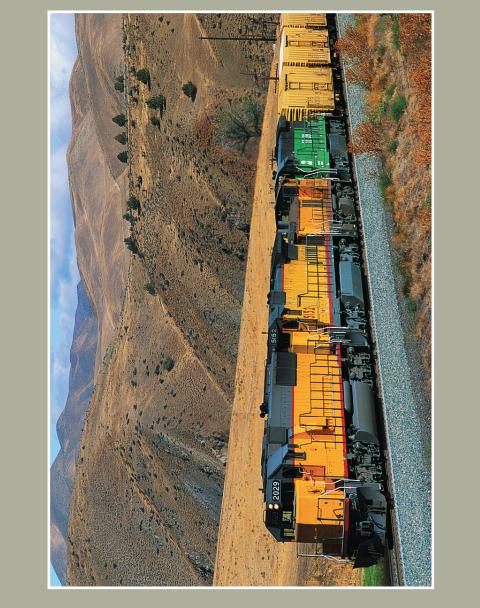
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		Further	lmplemen-	Contact	Advance to Evaluation
Project Conventional Passenger Rail	Selection Factors	Needed	tation issues	Directly	Matrix
	Commuter service on the main line would necessitate costly capital improvements to meet capacity requirements. Study needed to determine demand for service and to evaluate building new parallel track	>			
2. Add north-south passenger rail service between Reno and Las Vegas	A study needs to be commissioned to determine the demand for service.	>			
3. Add commuter service between Carson City and Reno	A study needs to be commissioned to determine the demand for service.	>			
4. Add sleeping cars and second daily train to CA Zephyr between Reno and Emeryville, CA	Amtrak has studied and decided to defer implementation because of funding and equipment issues, which will require multi-state congressional coordination / funding.		>		
5. Support X-Train between Los Angeles-Fullerton and Las Vegas	BNSF and Amtrak approved; UPRR in final negotiation. Project is close to construction and implementation.				<u> </u>
6. Restore Desert Wind service between Salt Lake City, Las Vegas and Los Angeles	Recommended in Amtrak PRIIA report. Needs funding.		>		
7. Add service between Emeryville, Sacramento, Salt Lake City, and Reno during proposed 2022 Olympics	Project concept is being considered as part of a potential Olympics bid, which has strong support.				>
8. Add CA Zephyr stops at Fernley, Lovelock, Wells, or W. Wendover	Requires Amtrak benefit/cost evaluation and UPRR capacity analysis.  Local support needed.	>			
9. Address passenger constraints at Elko CA Zephyr Amtrak station	Will require further study and coordination with Amtrak and UPRR.	>			
10. Operate passenger rail service on Feather River between Reno and Sacramento in lieu of Thruway Bus	This rail route has a longer travel time than I-80 bus service and would necessitate significant capacity improvements. Also, Amtrak is disinclined to operate on this route.		>		
11. Add commuter service between Boulder City/Henderson and Las Vegas	General public strongly opposed in previous study, bus service now being pursued.		>		
12. Add subway service in Las Vegas	Not an intercity passenger rail service to be addressed in the State Rail Plan.		<b>\</b>		
High Speed Intercity Passenger Rail					
1. Accommodate DesertXpress service between Las Vegas and Victorville, CA	Project is currently advancing, has gained environmental and STB approvals, and has financial backing.				>
2. Accommodate California-Nevada Interstate Maglev between Las Vegas and Anaheim, CA	Project is very costly, needs right-of-way in California, and funding is not secured. Project has not progressed to a level of detail to gain political support or environmental clearance.		>		
3. Support WHSRA long-term proposal for high speed rail between Denver, Salt Lake City. Reno and San Francisco	Project is currently being studied as part of FRA Southwest Rail Study.				>
4. Support long-term Southwest Rail Golden Triangle high speed service between Las Vegas, Phoenix and Los Angeles	Project is currently being studied as part of FRA Southwest Rail Study.				>
5. Multimodal transportation hub at Nevada high-speed intercity passenger rail termini, notably Las Vegas	This project concept needs to be advanced as part of developing high speed rail service to define an effective solution.				<b>\</b>
h speed ra	ssioned to d ed rail line w	<b>\</b>			
Excursion Rail					
1. Add excursion line between Reno and Truckee	Need approval of track owner	>			
2. Extend Northern Nevada Railway four miles between McGill Junction and McGill Depot	Nevada economic development / tourism opportunity				
2. Extend the V&T railroad eight miles to the east side of Carson City, plus refurbish equipment and update stations	Nevada economic development / tourism opportunity				<b>\</b>







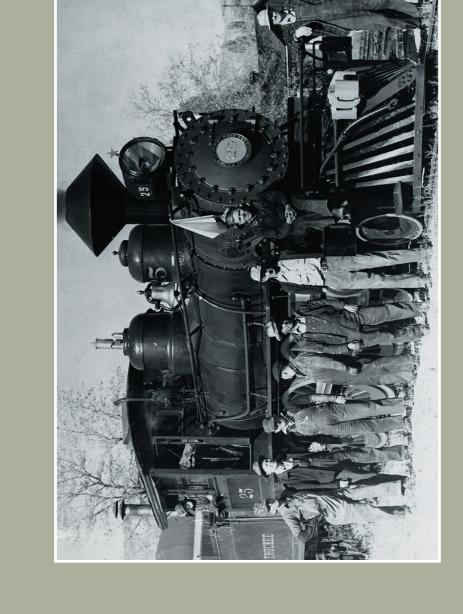


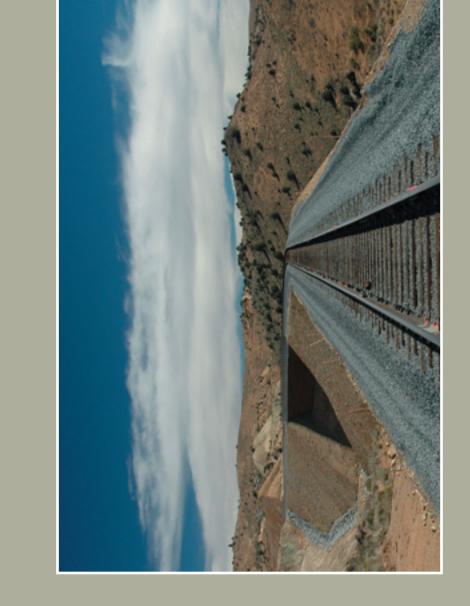


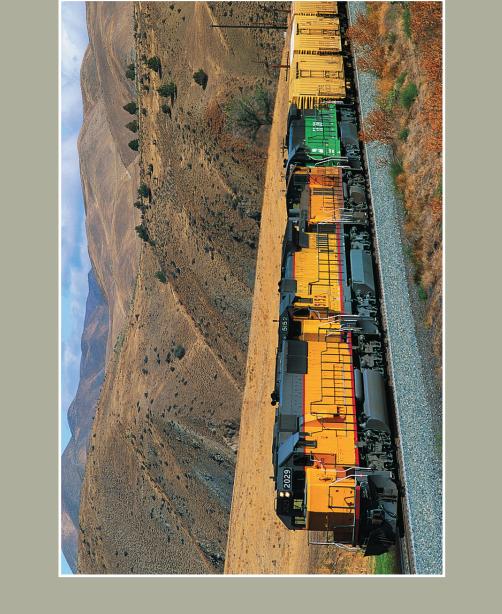
# Freight Rail & Grade

		Further		Contact	Advance to
Project	Selection Factors	Study	Implemen- tation Issues	<b>UPRR Directly</b>	<b>Evaluation Matrix</b>
Freight Rail					
1. Relocate Chemical Co. requires 6200ft siding +1500ft sour	This suggestion should be presented directly to UPRR for a business decision.			>	
2. Add service to Yucca Mountain nuclear waste repository	Would require a change in national and state nuclear storage decisions.				
3. Upgrade the Weso crossover from 20 mph to 50 mph with power switches	Project on UPRR list of future improvements.				
4. Land bank the abandoned Modoc Sub in Washoe	Abandonment is imminent.				
5. Advance Phase 2 UPRR Nevada Sub sidings - construct Oreanna; construct Valery; and extend	Project on UPRR list of future improvements.				
6. Add Elko CTC-UPRR Phase 2	Project on UPRR list of future improvements.				
7. Replace second track and upgrade to CTC on Donner Pass in CA	Project on UPRR list of future improvements.				
8. Advance White Pine (Northern Nevada Railroad) Shortline	Some rail improvements have been advanced. Portions of the project may be eligible for federal funding.				
9. Expand or relocate Sparks Yard	The Sparks yard meets UPRR needs and is well located for crew changes. Moving it will require additional study to address UPRR needs/funding.				
10. Northern and Southern Nevada Inland Port projects	ıtly being studied.				
11. The railroad abandoned its property in the center of Carlin and it needs to be reincorporated back to the Citv.	This suggestion should be presented directly to UPRR for a business decision.				
12. Improved sidings and access to main line in Caliente	This suggestion should be presented directly to UPRR for a business decision.				
13. Add second track and improve spurs in Lovelock	This suggestion should be presented directly to UPRR for a business decision.				
Rail-Highway Grade Crossings					
1. Airport Road, Winnemucca	Included in 2011 NDOT Railway-Highway Crossing Report				>
2. Gerlach, Washoe County	Included in 2011 NDOT Railway-Highway Crossing Report				
3. SR 306, Golden Acres Rd South, Beowawe, NV	Included in 2011 NDOT Railway-Highway Crossing Report				
4. SR 306, Golden Acres Rd North, Beowawe, NV	Included in 2011 NDOT Railway-Highway Crossing Report				
5. SR 306, Golden Acres Rd South, Beowawe, NVgates	Included in 2011 NDOT Railway-Highway Crossing Report				
6. Main Street in downtown Fernley	Additional study needed.	>			
7. Nevada Pacific Parkway, Fernley	Additional study needed.				
8. Wyoming and Oakey, Las Vegas	Long term project, programmed to be completed by 2030.				











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Timeline	Private Business	Cost Range		Goal 1: Enhance the sa	afety and efficiency of the state's rail	Goal 2: Optim	Goal 2: Optimize Nevada's rai	rail potential to effectively address	ss social,	Project Objectives	ct Requires	Selection Factors	Recommendation for
Short Term (0 - 5 years)		001\$ of noillim 01\$	OVET \$100 million	Provide system o other of tion	Objective C: Promote congestion relief on the state's rail lines and on including Positive Train its interstate highway network	nce Objective A: rity, Plan for high- rain speed passenger rail services	Objective B: Address the potential for trade and economic development		Objective D: Maximize sustain- ability	lstoT	0 011	ЛРRR	MDOT Supports (Policy) MDOT Supports (Funding)
A. Passenger Rail A1. Conventional Passenger Rail													
between Lo	<b>&gt;</b>	>		က	3	N/A	က	က	က	20	2.9	BNSF and Amtrak approved; UPRR in final negotiation. Project is close to construction and implementation.	>
2. Add service between Emeryville, Sacramento, Salt Lake City, and Reno during proposed 2022 Olympics	z	>		8	3	N/A	င	8	င	20	2.9	Will require Amtrak, UPRR, and multistate involvement. Project depends in a successful Olympics bid.	>
$\sim$ $\sim$	<b>&gt;</b>		>	ĸ	3	r)	8	3	က	24	3.0	Project has environmental clearance with FRA Record of Decision and STB route approval. The project has funding approach and is advancing.	<u> </u>
2. Support WHSRA long-term proposal for high speed rail between Denver, Salt Lake City, Reno and San Francisco	Ç-:		>	က	e E	က	က	က	ო	24	3.0	Long-term project subject of FRA's current Southwestern Rail Study. Funding source not identified.	>
3. Support long-term Southwest Rail Golden Triangle high speed service between Las Vegas, Phoenix and Los Angeles	ć		>	8	3	8	3	3	3	24	3.0	Long-term project subject of FRA's current Southwestern Rail Study. Funding source not identified.	\ \ \
4. Advance multimodal transportation hub at Nevada high-speed intercity passenger rail termini, notably Las Vegas	z	>		က	3 N/A	8	8	8	3	18	3.0	Key component to make high speed rail work. Long-term project requiring additional study. Funding source not identified.	<u> </u>
Land ba ounty	<b>&gt;</b>	>		A/N	N/A 3	Ϋ́N	A/N	N/A	Ø	57	2.5	Abandonment is imminent.	>
2. Upgrade the Weso crossover from 20 mph to 50 mph with power switches	<b>\</b>	>		N/A	3	N/A	3	3	3	15	3.0	/ UPRR projects.	>
3. Advance Phase 2 UPRR Nevada Sub sidings: construct Oreanna; construct Valery; & extend Massie	<b>&gt;</b>	>		N/A	3	N/A	3	3	3	15	3.0	UPRR projects.	>
4. Add Elko CTC-UPRR Phase 2	<b>&gt;</b>	>		N/A	3	N/A	3	3	3	15	3.0	/ UPRR projects.	<u> </u>
5. Replace second track and upgrade to CTC on Donner Pass in CA	>	>		8	3	N/A	3	3	ဇ	21	3.0	UPRR project out of state. Could reduce I-80 truck traffic.	\ \
6. Support White Pine (Northern Nevada Railroad) Shortline	>	>		က	3 2	A/N	က	3	က	17	2.8	In-state business opportunity.	>
7. Northern and Southern Nevada Inland Port projects	Z	>		8	3 2	N/A	3	3	3	17	2.8	Long range state objective.	>
8. Relocate transload facility and associated trackage out of Fallon	<b>&gt;</b>	>		2	2 3	N/A	င	3	က	16	2.7	Implementable project needs funding	>
1. Airport Road, Winnemucca	z	>		2	8	N/A	~	2	т	4	2.3	Included in the 2011 NDOT Railway-Highway Crossing Report	>
2. Gerlach, Washoe County	z	>		2	8	A/N	~	2	ო	4	2.3	Included in the 2011 NDOT Railway-Highway Crossing Report	>
3. SR 306, Golden Acres Rd South, Beowawe, NV	z	>		2	3	N/A	1	2	3	14	2.3		>
4. SR 306, Golden Acres Rd North, Beowawe, NV	z	>		2	3	N/A	-	2	က	4	2.3	Included in the 2011 NDOT Railway-Highway Crossing Report	>
5. SR 306, Golden Acres Rd South, Beowawe, NV	Z	>		2	3 3	N/A	1	2	3	14	2.3	Included in the 2011 NDOT Railway-Highway Crossing Report	<b>&gt;</b>
	z	>		2	3	N/A	_	2	ဇ	4	2.3	Included in Project Neon I-15 Record of Decision	>
1. Extend Northern Nevada Railway four miles between McGill Junction and McGill Depot	ċ	>		1	N/A 2	N/A	က		33	10	2.0	Nevada economic development/tourism opportunity.	<u> </u>
2. Extend the V&T railroad eight miles to the east side of Carson City, plus refurbish equipment & update stations	<i>د</i> .	>		7-	N/A 2	A/N	က	7-	က	10	2.0	Nevada economic development/tourism opportunity.	>

1-minimally addresses goals/objectives, 2-partially addresses goals/objectives, 3-fully addresses goals/objectives. Criteria Score: 0-N/A,

### ARIZONA Vendover West Wells Elko NEVADA Victorville Colton Miles CALIFORNIA Lovelock Winnemucca Caliente Massie Palmdale Valerie Long Oreanna Beach Fresno Sparks Proposed 2022 Olympic Service Lathrop Desert Xpress (Extension) Modoc Proposed X-Train WHSRA Network Golden Triangle Desert Xpress Rosevill Sacramen -rancisco **DECEMBER 13, 2011** PROPOSED PROJECTS SR 306, Golden Acres Rd South, Beowawe, NV 4. SR 306, Golden Acres Rd North, Beowawe, NV 5. SR 306, Golden Acres Rd South, Beowawe, NV 7. Northern & Southern Nevada Port Projects # HIGH SPEED INTERCITY PASSENGER RAIL **NEVADA STATE RAIL PLAN** White Pine Co. Northern Nevada RR **Elko Phase 2 CTC with Crossovers** 1. Extend Northern Nevada Railway # GRADE CROSSING IMPROVEMENTS: -Oreanna, Valery, and Massie 4. Multimodal Transportation Hub 3. Southwest Rail Golden Triangle 6. Wyoming and Oakey, Las Vegas 3. Nevada Sub Sidings Phase 2 **PREIGHT RAIL IMPROVEMENTS** for Proposed 2022 Olympics 1. Airport Road, Winnemucca 8. Relocate Fallon Transload 1. Modoc Sub Land Banking 2. Gerlach, Washoe County 2. WHSRA High Speed Rail **Facility/Fallon Branch** 5. Donner Pass Phase 2 2. V&T Excursion Line 2. Additional Service at McGill Junction 2. Weso Crossovers **#**EXCURSION RAIL: OCEAN # PASSENGER RAIL 1. DesertXpress 1. X-Train છં





### **Meeting Minutes**

Meeting Subject: Technical Advisory Committee – Round 2 Meetings

Meetings: 1 (South) - 2 (North)

Locations: Jacobs Office, Las Vegas – December 14

South Valleys Branch Library, Reno – December 15

Start: 1:00 PM Finish: 1:50 PM Day: Wednesday Date: December 14, 2011

Start: 1:05 PM Finish: 1:45 PM Day: Thursday Date: December 15, 2011

### PRESENTATION—PowerPoint presentation made by Mike McCarley and Darwin Desen at all three sessions

The purpose of the second round of the TAC meeting is to inform the committee of our results of the extensive outreach program and inventory assessment. The format is interactive and members are encouraged to provide feedback and ask questions.

A review of our planning process is to, establish rail plan vision and goals; evaluate NDOT organization and decision process; conduct rail system inventory; conduct stakeholder and public outreach; identify issues and needs; identify discrete projects and priorities; identify funding needs and sources; and develop implementation plan. To date we have identified discrete projects, on which we have evaluated and set priority. We are currently in the process of identifying funding options and developing an implementation plan for these projects moving forward.

In the process, the team developed draft rail plan vision, goals, and objectives. We conducted first round of TAC meetings in January 2011 and the first round of public meetings in late-February/early-March 2011 in Las Vegas, Reno, and Elko. We had 30 one-on-one meetings with project stakeholders including UPRR, BNSF, Amtrak, WHSRA, ADOT, Caltrans, IDOT, and UDOT. Of more than 225 surveys mailed, we had 44 completed surveys returned from stakeholders and 75 comments from project website. There are several on-going studies occurring around the state, with which we have coordinated and exchanged data: I-15 Corridor Long Range Multimodal study (NDOT), Connecting Nevada (NDOT), North-South multi-state multimodal study (NDOT), Inland Ports (NDOT), and Southwest Rail Study (FRA). In addition, we have performed an extensive assessment of the entire rail infrastructure in Nevada.

With all of this information, we have identified discrete projects and gone through a process to prioritize them. The types of projects include:

### **VEVADA DOT**

### Nevada State Rail Plan



- Conventional Passenger Rail: Desert Wind from Salt Lake City to Los Angeles via Las Vegas; X Train – Las Vegas to Los Angeles; and 2022 Reno/Tahoe Olympics rail service.
- **High Speed Passenger Rail:** DesertXpress; Maglev; WHSRA long-term Golden Triangle & northern Nevada; and multimodal high speed rail terminals.
- Freight Rail: UPRR future in-state projects (CTC, sidings, crossovers); UPRR
  Donner Pass upgrade in California; Upgrades to Northern Nevada Railroad short
  line; relocate Fallon transload facility & shorten tracks; add spur lines, sidings, and
  service; rail-highway grade Crossings; and improve selected grade crossings
  annually.
- Excursion Rail: Northern Nevada Railway extension and Virginia & Truckee extension.

After project identification, we conducted a two-phased evaluation process to identify what needs to move forward in the state rail plan. The purpose is to prioritize the projects for the implementation plan. In the first phase we looked at following for each project:

- Is **further study** needed to be able to define and evaluate this concept/project?
- Does the project have implementation issues constraining its advancement at this time?
- Is the request a business issue for **UPRR or BNSF** to address?
- Does the project warrant advancing to a more detailed evaluation?

Projects that do not advance to the Evaluation Matrix will be re-evaluated during the next State Rail Plan update.

Projects that were "short-listed" in the phase one evaluation were evaluated in considerable detailed including timeline (short term, long term, or future project), public or private business decision, and cost range (rough order of magnitude to get a scale of the project). We then scored the projects based on the goals and objectives of the rail plan. We identified whether or not a project needed approval (Congress, Amtrak, and UPRR). Finally, we summarized the key selection factors in the matrix.

The ranking and evaluation process identified several discrete projects that we then categorized in short, mid, and long term opportunities. The projects slated for recommendation for NDOT policy support include, but are not limited to:

### Short Term (0 – 5 years)

- X-Train
- DesertXpress
- Modoc Sub land-banking
- UPRR Weso crossover improvements





- Excursion rail extensions V&T and Northern Nevada
   Mid Term (6 20 years)
- 2022 Olympics rail service, pending further study
- Mid-term UPRR improvements, including Donner Pass Phase 2
- Inland Ports projects
- Relocate Fallon transload facility and shorten trackage

### Long Term (20+ years)

- WHSRA northern Nevada and Golden Triangle initiatives
- Multimodal transportation hub in Las Vegas area

The projects slated for recommendation for NDOT funding support include, but are not limited to:

### **Rail-Highway Grade Crossing Program**

- On-going program
- Updated annually

The original project schedule that was presented in the first round of TAC meetings, an 18-month, essentially remains the same with the exceptions of moving the second round of TAC meetings by two weeks and the public meetings by two months. The additional time allows the project team to complete a draft document for public consumption and comment before conducting the public meetings. The completion of the project is still on schedule for the end of March 2012.

The next steps for the project team include identifying funding opportunities (knowledge base of available funding programs); developing draft report and implementation plan; facilitating public outreach meetings; incorporating comments from the public, TAC, FRA, and NDOT; finalizing the State Rail Plan; and obtaining State Transportation Board approval.

### **OPEN DISCUSSION** held with all three sessions as noted by parenthetical dates

(12/14/11) INGRID REISMAN, LAS VEGAS MONORAIL, inquired if the list of projects developed prior to our stakeholder meeting with the team? John McCarthy concurred that the list was developed after all the meeting with the Las Vegas Monorail Company. Reisman followed up with a question on the consideration for the Las Vegas Monorail project in the list, not necessarily for funding, but as a rail system in operation providing ridership for 5-plus million per year. McCarthy responded with the FRA definition of rail, which excludes the monorail project; however, it is addressed in the plan in the inventory as existing infrastructure and as a possible intercity, intermodal connection or terminal.





(12/14/11) NEIL CUMMINGS, AMG, inquired about all project listed in the various categories a part of the overall plan, or just the categories themselves. Darwin confirmed that all projects will be included in the plan. The evaluation process determines if they stand up to the Department's criteria to support it moving forward.

(12/14/11) JOHN HUTCHISON, AMTRAK, inquired about the rationale behind evaluating a passenger project enhances safety or CTC. McCarthy explained the plan's goals and objectives are all-encompassing of good public interests and issues, and the challenge lies in assigning a score to the broad range of criteria. The interpretation of safety criteria and assigning a score (kept in a low range) was based on whether or not a project provides a safe mode of transportation for the passenger. Hutchison followed up with a question on the opportunity to comment on the projects listed in the advanced matrices, specifically the connectivity of the Desert Xpress. McCarthy explained the ranking is based on the planned connectivity at both terminus of the project that is under development. Desen reinforced that the opportunity to comment on the projects on the matrices is now. Written comments will be accepted until January 3, 2012.

(12/14/11) ANDREW MACK, DESERT XPRESS, asked for clarification on connectivity between transportation systems. Desen confirmed that connectivity includes all modes of transportation.

(12/14/11) NEIL CUMMINGS, AMG, inquired about the weight [when ranking] is given to public comments on projects. Desen confirmed that all public comments are weighted equally, and all suggestions go through the same evaluation process.

(12/14/11) JOHN-PAUL WOYTON, PARSONS/AMG, inquired about the overall percent completion of the document, given there were three chapters made available to the TAC members for review. Project team responded with the lion-share of the data gathering has been done, which makes up the three chapters that have been drafted for the TAC members. The draft is approximately 50-60% complete. The remaining chapters will be completed as part of the final draft plan that will be released for public comment, but will be sent to the TAC for review prior to going out to the public.

(12/15/11) LEO WETULA, FRA, inquired about the projects listed with business issues for the UPRR to address and if they did not move on to the advanced matrix. Ittigson confirmed the projects with UPRR issues to address do not move on to the second phase of evaluation, and he gave an example of the siding for the Chemical Company in Fallon, Nevada. Wetula followed up with part of the rail plan effort is to identify project for some kind of funding. There may be cases where private rail projects could benefit from a public-private opportunity whereby the FRA will provide a funding mechanism. Desen added that until a business decision is made on the private project(s), the state DOT does not have to get involved. Wetula confirmed that there could be a number of fairly UPRR or BNSF projects that basically benefit the private companies, but may also





benefit the State, and that they are advancing. Desen added that those projects are predominately capacity-driven projects that move forward.

(12/15/11) JIM GARZA, WHITE PINE COUNTY, commented on the national initiative for economic development in rural America and the release of the Brookings report on the Nevada economy and seven focus industries. White Pine compliments both the initiative and the report findings, and can capitalize on four or five of those industries. Job focus is key in the County. He questioned if priority was given to projects that benefit economic development in creating new permanent jobs. His second question focused on the White Pine project (item #6) that was given a time-line of 6-20 years. He gives examples of trying to attract new manufactures to industrial centers in the County. Rail access to/from these industrial centers is crucial to attracting the new business and providing new jobs in the community. He stated that the White Pine project should be moved up from mid- to short-term because of the national initiative, state initiative, and the immediate needs for our community. McCarthy state that item #6 can be moved to short-term. Desen recommended that Garza meeting with the team after the meeting to provide information on the County's opportunities so that they can be reflected in the plan.

### **CONCLUSION--Concluding Comments presented by Mike McCarley**

Comments and questions can be emailed to Mike McCarley and/or Matt Furedy, and will be accepted by 5:00 pm, January 3, 2012. Members may also go to the project website, www.nvrailplan.com, and submit an online survey.

### Attachment:

California-Nevada Interstate Maglev Project – Final comments Submitted on March 15, 2012 (Draft comments Submitted on 12/14/2011)





### Nevada State Rail Plan Chapter 3: Passenger Rail Improvements and Investments

Final Comments Submitted on January 3, 2012 (Draft Comments Submitted on 12/14/2011)

ON	SECTION	PAGE	CONTENT	COMMENT	ATTACHED REFERENCE
	General		The state of Nevada, acting through an authorized state a franchise and entered into a public-private partnership with Magline Group to plan, design, finance, build, operate California-Nevada interstate maglev system between Las Anaheim, CA. The franchise was issued in 1996 and the partnership agreement was signed in 1997. It would be a patt state of Nevada's franchise issued to and public-privagreement entered into with the American Magline Group in California-Nevada Super Speed Train Commission's project State Rail Plan for all potential future purposes. The state Nevada has independent utility separate and apart from any rail project being planned by the state. Unquestionably, the prepared for the state of Nevada must include the California-Neroject within the category of "Advance to Evaluation Matrix."	The state of Nevada, acting through an authorized state agency, issued a franchise and entered into a public-private partnership with the American Magline Group to plan, design, finance, build, operate and maintain a California-Nevada interstate maglev system between Las Vegas, NV and Anaheim, CA. The franchise was issued in 1996 and the public-private partnership agreement was signed in 1997. It would be a patent breach of the state of Nevada's franchise issued to and public-private partnership agreement entered into with the American Magline Group not to include the California-Nevada Super Speed Train Commission's project in the Nevada State Rail Plan for all potential future purposes. The starter segment in Nevada has independent utility separate and apart from any other passenger rail project being planned by the state. Unquestionably, the evaluation being prepared for the state of Nevada must include the California-Nevada Interstate Project within the category of "Advance to Evaluation Matrix."	
O	General		The Public-Private Partnership accomplishments, which not codesign and engineering for the Cooperative Agreements with NDOT (including capital cost, economic benefits and operation trip between Las Vegas and Analhas been completed under a Notice of Intent published by the the FRA, NDOT, Caltrans and Commission. This substantial prothe "Evaluation Matrix." In facting that has recommended be place column.	The Public-Private Partnership for this project has made significant accomplishments, which not only has completed substantial preliminary design and engineering for the entire corridor under no fewer than 5 Cooperative Agreements with the Federal Railroad Administration and/or NDOT (including capital cost, operation & maintenance costs, ridership, economic benefits and operational characteristics proving out an 81-minute trip between Las Vegas and Anaheim, CA), but Phases 1 and 2 of a PEIS/EIS has been completed under a Memorandum of Understanding signed and Notice of Intent published by the relevant federal and state agencies, including the FRA, NDOT, Caltrans and the California-Nevada Super Speed Train Commission. This substantial project warrants advancement of this project to the "Evaluation Matrix." In fact, this project is more advanced from an engineering and environmental review standpoint than most of the projects that has recommended be placed under the "Advance to Evaluation Matrix" column.	





ო	General	In reliance upon the franchise issued by the state of Nevada, over 12 years and many million other opportunities to realize th successfully competing under the Program" in both TEA-21 and SA having the full Las Vegas-Anal segment in Nevada specifically a EIS and preliminary design an Nevada. The AMG committed n 2009, which commitment was acquidelines and requirements for failed to issue a Cooperative A plus matching funds scope of wand NDOT in August 2009, is include the project in the Neval Advance to Evaluation Matrix."	In reliance upon the franchise and public-private partnership agreements issued by the state of Nevada, the American Magline Group has committed over 12 years and many millions of dollars in time and effort, and foregone other opportunities to realize this project for the state. This effort included successfully competing under the federally sponsored "Maglev Deployment Program" in both TEA-21 and SAFETEA-LU. These efforts were successful in having the full Las Vegas-Anaheim maglev corridor named and the starter segment in Nevada specifically allocated \$45 million in funding to complete an EIS and preliminary design and engineering for the starter segment in Nevada. The AMG committed matching funds for this federal money in April 2009, which commitment was acknowledged by NDOT in full compliance with guidelines and requirements for matching funds. The fact that the FRA has failed to issue a Cooperative Agreement on the comprehensive \$45 million plus matching funds scope of work, which was approved by the Commission and NDOT in August 2009, is certainly not a valid reason for refusing to include the project in the Nevada State Rail Plan under the category of "Advance to Evaluation Matrix."			
4	General	Public Support	It's important that this state rail plan incorporates the sentiment of the public opinion toward what criteria is important to them and which projects move forward.  There is overwhelming public favor for the Maglev project, as much as 80% from media polls.  Additionally, 100% of all comments related to these projects, and addressed specifically to these projects, and addressed specifically to this state rail plan, are in favor of Maglev and against DX. This should be reflected in the descriptions of the projects and incorporated into the evaluation.	Media Pu Polls.pdf	Public	Opinion
Ŋ	General	Political & Government Support	The Maglev project additionally has strong political support, as can be seen from the letters of support attached from every entity along the entire corridor.	Letter package	of S	Support
				CNIMP	History	and





Funding Plan, 6-Aug-	2011-06-13 VegasInc - DesertXpress- Is this train ever going to leave the station.pdf 2011-11-06 LVRJ Packer - Nevada, California both plan Trains to Nowhere.pdf
This Maglev project has received strong local, state and federal government support in the following ways:  • \$45 million of federal SAFETEA LU appropriation awarded to this project, which remains available.  • NDOT, as lead or co-lead, submitted three applications in support of Maglev for ARRA HSIPR funding between 2009 to 2010 where commitments for a 20% local match were made by local states and entities.  • Almost \$9 million in federal funding and an additional \$2 million in local match have already been provided and invested to perform comprehensive planning, design, ridership and environmental studies for this Maglev project.	The CAHSR project is now focusing on a route through Soledad Canyon over the Tehachapi Mountains into Antelope Valley. This means that it would no longer connect to Palmdale. The map should reflect this update.  Also please note in this figure, or in text:  The connection between Victorville and Palmdale or other locations to the west is not contained in the California State Rail plan whereas the entire MagLev alignment from Las Vegas to Anaheim is included in the California State Rail Plan.
	Figure 3-3
	3-10
	B-2. High Speed Passenger Rail – Southern Nevada
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DesertXpress website 2011-12 DX Website - Welcome.pdf	2010-04-01 BradCo High Desert Report - Maglev vs DX Q&A Publish.pdf, Page 7	2011-12 DX Website - Cost.pdf  2011-11-23 Bloomberg BizWeek - Betting Tax Dollars on a Bullet Train to Vegas.pdf  * The California High Speed Rail Authority in it's December 2011 business plan for the San Francisco to Los Angeles high speed (220 mph) project stated that private sector funding is not expected to materialize
"DesertXpress will provide non-stop service for the approximate <b>190 miles</b> between Victorville, California and Las Vegas, Nevada."	Using higher speeds of 300 mph, such as those capable with Maglev, would actually save passengers 60 minutes of round trip travel time and an estimated \$28 in ticket price, between Las Vegas to Victorville.	Please clarify the following:  The latest cost for the DX project is that it could cost up to \$6.5 billion, or \$34 million per mile.  The paragraph implies that the RRIF loan has been approved and it is guaranteed that the project will be profitable enough to pay the loan back. DX has an application submitted for a loan which is subject to review by three federal organizations and an outside auditor. It is not yet known if the project will be profitable enough to pay it back.  Also please add to this paragraph that the RRIF loan does NOT cover the cost for the DX project as it is for \$4.9 billion. Even if the
1st PARAGRAPH: "an approximately-200-mile-long corridor"  2nd PARAGRAPH: "the approximately-200-mile-project length"	2 <sup>ND</sup> PARAGRAPH: Operating at 150 mph was chosen because higher speeds, such as 200-mph operations, would only provide about five to six minutes of travel time savings in the onehour 20-minute operation.	3 <sup>rd</sup> PARAGRAPH:  The DX project is estimated to cost some \$6 billion and to be financed using a Railroad Rehabilitation Improvement Financing (RRIF, a 2002 federal program) loan, which will be paid back.
3-11 DesertXpress 3-12 DesertXpress	3-11 DesertXpress	3-12 DesertXpress
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illion until after at least one segment of the project is up and running and making a net operating profit sufficient to pay back capital costs as well as O and M.	Y.Y	please ards for on rail ystems Europe A. ht and sed by he DX o the perfect has has n high	2010-04-01 BradCo High Desert Report - Maglev ridor vs DX Q&A Publish.pdf, outes Page 7 sd.  y to
loan is approved, this still leaves \$1.6 billion or more to fund from other sources, which the DX has not yet identified. *	Change to: "American Magline Group ( <b>AMG</b> ),"	This sentence is very misleading, please clarify with the following:  The FRA does not have safety standards for MagLev or light weight steel wheel on rail vehicles proposed by DX. Both systems however have safety certifications in Europe which will require approval by the FRA.  Crash worthiness (buff strength) standards however only apply to mixed freight and passenger traffic which is not proposed by MagLev but maybe proposed on the DX project thus subjecting them to the requirements.  Furthermore in China MagLev has a perfect safety record whereas China has experienced multiple fatalities on high speed steel wheel on rail systems similar to DX.	Please revise and add the following: An end-to-end trip in the two-state corridor could be accomplished in about 80 minutes and no additional extensions are required.  Because Maglev has the capability to handle grades of up to 10%, its alignment
	1st PARAGRAPH under section: American Magline Group (MAG),	1 <sup>st</sup> PARAGRAPH FRA does not have any standards for maglev technology and its operating speeds, thus the project will require an FRA waiver for crashworthiness.	4 <sup>th</sup> PARAGRAPH An end-to-end trip in the two-state corridor could be accomplished in about 90 minutes, a significant savings over conventional rail. The project corridor is estimated to
	3-12 CNIMP	3-13 CNIMP	3-13 CNIMP
	10	<del>-</del>	25





	Letter from Import Export Bank of China	Letter from Nevada Attorney General, with support from NDOT, demanding the money be released by the FRA.
can continue past the Cajon Pass and directly connect to a Southern CA major destination and the CAHSR system. This connection, along with its capability of traveling at speeds up to 310 mph, would save passengers anywhere from one hour to four hours of round trip travel time over conventional rail systems.  The project corridor is estimated to create some 97,000 jobs and to require about \$45 million per mile to build for a total estimated project cost of some \$12 billion, or about \$36 million per mile for a connection to Victorville at a cost of \$6.8 billion.	Please add after this sentence:  The project already has in place a funding commitment of a \$7 billion loan from the Import Export Bank of China for construction of the Maglev system.	Please add after this sentence: However, because substantial work relevant to the federal requirements of an EIS/EIR in both California and Nevada has already been completed and approved by the Federal Railroad Administration (FRA), completion of final phase of the EIS and related design work could be completed in 18-24 months. In 2009, \$45 million was
create some 97,000 jobs and to require about \$45 million per mile to build for a total estimated project cost of some \$12 billion.	4th PARAGRAPH Funding sources could include a combination of federal rail sources, including Transportation Infrastructure Finance Improvement Act (TIFIA) funding, and/or equity along with state or local sources.	4 <sup>th</sup> PARAGRAPH  Environmental documentation for the maglev project is in development; a project completion date has not been published.
	3-13 CNIMP	3-13 CNIMP
	6	4





		See attached document "Criteria Recommendations for Passenger System Selection" previously provided.  These factors were provided because they are generally used by
awarded to the CA-NV Maglev Project through a SAFETEA-LU grant and the AMG committed to an additional \$11.25 million 20% match in order to complete environmental work for the project. This funding is still available and the CNSSTC continues to request its release from the FRA.	The CNIMP completed an investment-grade ridership study which was reviewed by third-party experts and approved by the FRA. The project projects that more than 40,000,000 persons will ride the Maglev train based on a \$110 roundtrip fare from Las Vegas to Anaheim. The document indicates that this operating projection is forecasted to generate sufficient revenue to cover operating expenses, debt service, and return on investment.	The estimated cost for a Maglev system to Victorville is \$6.8 billion. The CNIMP project is in the same cost-per-mile range as the DX and that published by the FRA for traditional high-speed rail projects. However, because the CNIMP already has a loan commitment in place and projects to attract more than eight times the number of passengers than the DX, it is actually a more financially feasible and sustainable project.
	Please add as a last paragraph	Please consider the following clarifications to the existing selection factors used with the CNIMP:  Project is very costly
	3-13 CNIMP	3-19 Table 3-1
		D. Summary of Passenger and Excursion Rail Projects
	72	9





Needs right-of-way in CA	This is not a differentiator since both the DX and Maglev require right-of-way in CA. However, a Maglev system requires almost half the amount of right-of-way than the DX, or conventional rail, again, making Maglev the better choice on this factor.  The CNIMP project already has in place a funding commitment of a \$7 billion loan from the Import Export Bank of China for construction of the Maglev system. This	transportation experts as important criteria in rating the expected success for a passenger rail project.  Also see attached "CNIMP vs DesertXpress - Updated Fact Sheet (Dec2010)_rev2.pdf"
Political support		
Please consider the following selection factors to be used in the decision process.  Connections	Maglev connects directly to 5 cities and several airports. The end points of the system are two major tourist destinations	
Travel time	and a world-class transportation HUB. Anaheim has a metropolitan population of 3.1 million people and 45 million visitors every year.  Maglev connects both ends in about 80 minutes, and would save passengers anywhere from one hour to four hours of round trip travel time over conventional rail systems.	





CNIMP project makes the connections and attracts the ridership to make it a more feasible and sustainable project than a conventional rail system.	CNIMP would have significantly less lifecycle costs due to the daily maintenance costs involved with a conventional rail system.	Maglev is the most advanced proven technology for commuter ground transportation trains. It is the only system that is capable of fully connecting to Southern CA because of its ability to climb up to 10% grades where conventional rail is	imited to 3.5% grades. Since a connection between Las Vegas and Southern CA will be in place for decades, it would not make sense to invest in an out-dated conventional rail system.	Because of the advantages Maglev technology offers, there would be greater benefits, or less impacts, than using conventional rail. Elevated guideway prevents habitat fracturing, there are lower noise and vibration effects, there are higher reduction in vehicle emissions, there is no point source pollution, almost half the width of right-of-way is required and much less land disturbance than conventional rail exerpme	o) como:
Sustainability	Life cycle-maintenance costs	Technology		Environmental	





Principally because of the concrete guideway and the additional alignment length, the Maglev would create more jobs than a conventional rail project stopping 80 miles short of final destinations. Additionally, a UNLV study shows that the Maglev system would generate billions of dollars of revenue and would provide significantly more economic benefits than a conventional rail system stopping 80 miles short of final destinations.	The Maglev system is expected to attract more than 40 million passengers, about eight times more than a conventional rail project stopping 80 miles short of final destinations.  Also see Comments #4 and #5 above.	Given the above clarifications of the existing selection factors and the additional factors recommended for consideration, the Maglev project would score highest in an evaluation of passenger rail projects.  Based on this, the strong political support and the overwhelming public opinion in favor, it is recommended that the Maglev project be marked as "Advance to Evaluation Matrix". Based on the objectives listed, Maglev project would score highest on the Advanced Matrix as well.
Economic benefits	Public Support/Ridership	Matrix Check
		3-19 Table 3-1
		D. Summary of Passenger and Excursion Rail Projects
		18





The DX minimally addresses this goal as it would not connect to other modes of trains transportation, other than car rentals and buses. CAHSR is no longer in strong favor of connecting to Palmdale and even if this connection were to happen, it is not projected to be complete for another 22 years.  The DX appears to only partially address the most significant problem, which is the congestion from Victorville to major destinations in Southern CA. Also, relative to the 40,000 passengers that would be attracted by a Maglev system that fully connects, the congestion relief is minimal.  Only a system that directly connects to a major destination in Southern CA and all of the economic potential that comes from this connection, in a travel time to that destination with the latest technology that will remain sustainable over the next 30 years, will fully address these objectives.  Without meeting these needs, the DX currently portions, when partially or minimally addresses these areas the conditions.	addresses tress goals.  Please see attached videos showing the advanced Maglev technology and demonstrating it as a proven system in use.
The DX minimally addresses this goal a would not connect to other modes transportation, other than car rentals a buses. CAHSR is no longer in strong far of connecting to Palmdale and even if the connection were to happen, it is projected to be complete for another years.  The DX appears to only partially addrest this goal. The DX does not address most significant problem, which is congestion from Victorville to me destinations in Southern CA. Also, relate to the 40,000 passengers that would attracted by a Maglev system that for the 40,000 passengers that would attracted by a Maglev system that for the economic potential that comes from that will remain sustainable over the next years, will fully address these objectives.  Without meeting these needs, the currently only partially or minimal address these objectives.	Please see attached and demonstrating it a
DesertXpress Scores Goal 1, Objective B: Provide connectivity to other modes of transportation.  Current score given is: 3 - Fully addresses this goal.  Current score given is: 3 - Fully addresses this goal  Goal 2, All Objectives: A HS passenger service plan, potential for economic development, reduce energy consumption, maximize sustainability.  Current score given is: 3 - Fully addresses this goal	General
Criteria Scores for Goals	General
Advanced Project Evaluation Matrix	General
0	20



### INTERSTATE MAGLEV PROJECT CALIFORNIA-NEVADA



Nevada State Rail Plan Chapter 3: Passenger Rail Improvements and Investments

Comments Submitted on the Final Draft - March 15, 2012 (Previous Comments Submitted on January 3, 2012)

NO.	SECTION	PAGE	CONTENT		COMMENTS on January 3 <sup>rd</sup> Draft	ATTACHED REFERENCE	COMMENT on March 15 <sup>th</sup> Final Draft
	General		The state of Nevada, acting through an auth public-private partnership with the America and maintain a California-Nevada interstate CA. The franchise was issued in 1996 and 1997. It would be a patent breach of the partnership agreement entered into with th Nevada Super Speed Train Commission's purposes. The starter segment in Nevad other passenger rail project being planne prepared for the state of Nevada must in category of "Advance to Evaluation Matrix."	acting through an authorized state a ship with the American Magline Grania-Nevada interstate maglev syst as issued in 1996 and the public-p patent breach of the state of Nevatt entered into with the American Nation Commission's project in the National Segment in Nevada has independent being planned by the state of Nevada must include the California of Evaluation Matrix."	The state of Nevada, acting through an authorized state agency, issued a franchise and entered into a public-private partnership with the American Magline Group to plan, design, finance, build, operate and maintain a California-Nevada interstate maglev system between Las Vegas, NV and Anaheim, CA. The franchise was issued in 1996 and the public-private partnership agreement was signed in 1997. It would be a patent breach of the state of Nevada's franchise issued to and public-private partnership agreement entered into with the American Magline Group not to include the California-Nevada Super Speed Train Commission's project in the Nevada State Rail Plan for all potential future purposes. The starter segment in Nevada has independent utility separate and apart from any other passenger rail project being planned by the state. Unquestionably, the evaluation being prepared for the state of Nevada must include the California-Nevada Interstate Project within the category of "Advance to Evaluation Matrix."	·	Previous comment not addressed.  The team reiterates its recommendation here.
	General		The Public-Private Palhas completed substanthan 5 Cooperative Acapital cost, operatic characteristics proving 2 of a PEIS/EIS has the Intent published by the and the California-Neadvancement of this pengineering and enviroplaced under the "Advanced placed place	The Public-Private Partnership for this project has made significant accomplishment has completed substantial preliminary design and engineering for the entire corridcthan 5 Cooperative Agreements with the Federal Railroad Administration and/or capital cost, operation & maintenance costs, ridership, economic benefits characteristics proving out an 81-minute trip between Las Vegas and Anaheim, CA), 2 of a PEIS/EIS has been completed under a Memorandum of Understanding sign Intent published by the relevant federal and state agencies, including the FRA, and the California-Nevada Super Speed Train Commission. This substantial advancement of this project to the "Evaluation Matrix." In fact, this project is more a engineering and environmental review standpoint than most of the projects that has placed under the "Advance to Evaluation Matrix" column.	The Public-Private Partnership for this project has made significant accomplishments, which not only has completed substantial preliminary design and engineering for the entire corridor under no fewer than 5 Cooperative Agreements with the Federal Railroad Administration and/or NDOT (including capital cost, operation & maintenance costs, ridership, economic benefits and operational characteristics proving out an 81-minute trip between Las Vegas and Anaheim, CA), but Phases 1 and 2 of a PEIS/EIS has been completed under a Memorandum of Understanding signed and Notice of Intent published by the relevant federal and state agencies, including the FRA, NDOT, Caltrans and the California-Nevada Super Speed Train Commission. This substantial project warrants advancement of this project to the "Evaluation Matrix." In fact, this project is more advanced from an engineering and environmental review standpoint than most of the projects that has recommended be placed under the "Advance to Evaluation Matrix" column.		Previous comment not addressed.  The team reiterates its recommendation here.
	General		In reliance upon the franchise and public Nevada, the American Magline Group has time and effort, and foregone other oppoincluded successfully competing under the fTEA-21 and SAFETEA-LU. These efforts maglev corridor named and the starter segn to complete an EIS and preliminary design AMG committed matching funds for this acknowledged by NDOT in full compliance fact that the FRA has failed to issue a Coopmatching funds scope of work, which was a certainly not a valid reason for refusing to ir category of "Advance to Evaluation Matrix."	franchise and public-private partn n Magline Group has committed ov foregone other opportunities to recompeting under the federally spons A-LU. These efforts were successed and the starter segment in Nevadand preliminary design and engineeriching funds for this federal mone OT in full compliance with guidelines failed to issue a Cooperative Agreer of work, which was approved by the ason for refusing to include the projetored by the to Evaluation Matrix."	In reliance upon the franchise and public-private partnership agreements issued by the state of Nevada, the American Magline Group has committed over 12 years and many millions of dollars in time and effort, and foregone other opportunities to realize this project for the state. This effort included successfully competing under the federally sponsored "Maglev Deployment Program" in both TEA-21 and SAFETEA-LU. These efforts were successful in having the full Las Vegas-Anaheim maglev corridor named and the starter segment in Nevada specifically allocated \$45 million in funding to complete an EIS and preliminary design and engineering for the starter segment in Nevada. The AMG committed matching funds for this federal money in April 2009, which commitment was acknowledged by NDOT in full compliance with guidelines and requirements for matching funds. The fact that the FRA has failed to issue a Cooperative Agreement on the comprehensive \$45 million plus matching funds scope of work, which was approved by the Commission and NDOT in August 2009, is certainly not a valid reason for refusing to include the project in the Nevada State Rail Plan under the category of "Advance to Evaluation Matrix."		Previous comment not addressed.  The team reiterates its recommendation here.
	General		Public Support	It's important that this state rail plandplant toward what criteria is imforward.  There is overwhelming public fave from media polls.	It's important that this state rail plan incorporates the sentiment of the public opinion toward what criteria is important to them and which projects move forward.  There is overwhelming public favor for the Maglev project, as much as 80% from media polls.	Media Public Opinion Polls.pdf	Previous comment not fully addressed. The strong sentiments of the public are buried in a 500+ page appendix of the document and we feel are not adequately represented in the project descriptions.





			Additionally, 100% of all comments related to these projects, and addressed	How You Can Get Involved
			specifically to this state rail plan, are in tayor of Magley and against DX. I his should be reflected in the descriptions of the projects and incorporated into the evaluation.	" members of the community that come in contact with the rail infrastructure when you travel on Nevada roadways, <b>YOUR OPINION COUNTS</b> . We want to hear from you. All information received will be reviewed by NDOT and the consultant performing the study for inclusion in the Nevada State Rail Plan."
				Despite this promise to the public from the Nevada State Rail Plan, we do not feel the comment was fully addressed.
				1) Projects were not evaluated based on the criteria provided by the public as most important to the people that will ride the passenger train systems.
				2) The Maglev has received more than "numerous endorsements". Maglev is <b>significantly favored by the public over any other system</b> along the same corridor.
		Political & Government Support	The Maglev project additionally has strong political support, as can be seen Letter of Support from the letters of support attached from every entity along the entire corridor.  This Maglev project has received strong local, state and federal government	Previous comment not fully addressed. Please incorporate the bold statement to the left.
			<ul> <li>support in the following ways:</li> <li>\$45 million of federal SAFETEA LU appropriation awarded to this project, which remains available.</li> </ul>	
			<ul> <li>NDOT, as lead or co-lead, submitted three applications in support of Maglev for ARRA HSIPR funding between 2009 to 2010 where commitments for a 20% local match were made by local states and entities.</li> </ul>	paragraph of the Maglev project write-up.
			<ul> <li>Almost \$9 million in federal funding and an additional \$2 million in local match have already been provided and invested to perform comprehensive planning, design, ridership and environmental studies for this Maglev project.</li> </ul>	
Speed 3-1	3-10	Figure 3-3	The CAHSR project is now focusing on a route through Soledad Canyon over the Tehachapi Mountains into Antelope Valley. This means that it would no besertXpress- Is this longer connect to Palmdale. The map should reflect this update.	Previous comment not fully addressed.
			Also please note in this figure, or in text:  The connection between Victorville and Palmdale or other locations to the west is not contained in the California State Rail Plan.  LVRJ  Packer - Nevada, California both plan entire MagLev alignment from Las Vegas to Anaheim is included in the Trains to Nowhere.pdf	Please incorporate the bold statement to the left.  Additionally, please add that the Palmdale segment of the CAHSR is not planned to be complete before the year 2034. This is highly relevant toward the connectivity and timeline factors of evaluation.
, ę	3-11	1 <sup>st</sup> PARAGRAPH:	"DesertXpress will provide non-stop service for the approximate 190 miles   DesertXpress website	Previous comment not addressed.
ج ک	DesertXpress 3-12	"an approximately- 200-mile-long corridor"	between victorville, California and Las Vegas, Nevada.  Welcome.pdf	The distance according to the DX website as well as the Congressional GAO report would be "nearly 185 miles."
De	DesertXpress			





		ond PARAGRAPH.			
		"the approximately- 200-mile project length"			
80	3-11	2 <sup>ND</sup> PARAGRAPH:	Using higher speeds of 300 mph, such as those capable with Maglev, would		Previous comment not fully addressed.
	DesertXpress	ess Operating at 150	actually save passengers 60 minutes of round trip travel time and an estimated \$28 in ticket price, between Las Vegas to Victorville.	High Desert Report - Maglev vs DX Q&A	In order to address all projects fairly, please include the following:
		mpn was chosen because higher speeds, such as		Publish.pdf, Page 7	1) DesertXpress would operate at a <b>maximum</b> of 150 mph (or an average of about 130 mph).
		200-mph operations, would only provide about five to six minutes of travel			2) Operating at 200 mph, including acceleration and deceleration times, would actually save more than 20 minutes for one way travel and more than 40 minutes for round trip travel between Las Vegas and Victorville.
		one-hour 20-minute			3) If the comment to the left will not be added to the description under the DesertXpress section, then please, at minimum, add the comment below to the Maglev description:
					"Using higher speeds of 310 mph, such as with Maglev, would save passengers 60 minutes of round trip travel time and an estimated \$28 in ticket price, between Las Vegas to Victorville when compared to a system only capable of 150 mph. Additionally, Maglev would save passengers one hour to four hours of round trip travel time of round trip travel when compared to a system only capable of 150 mph if extending fully into the Los Angeles metropolitan area."
					4) Please clarify the statements made in paragraph 4 of page 3-15 as this applies to DX and not all projects, as implied by the statement. :
					Extending the line west of the Cajon Pass would require significant right-of-way and displacements for the DesertXpress because the I-15 right-of-way is narrower and numerous interchanges would need to be negotiated in the populated parts of southern California. Similarly, additional stations on such a westward extension would not be compatible with the high speed rail operations of the DesertXpress.
					The Maglev project team has evaluated the alignment and stations west of the Cajon Pass and can connect the full corridor staying substantially within the I-15 available right-of-way, without any controversial displacements, using compatible stations, because Maglev has the capability of handling more than twice the grades, and uses almost half the amount of footprint, than the DX technology.
6	3-12	3 <sup>rd</sup> PARAGRAPH:	Please clarify the following:	2011-12 DX Website -	Previous comment not fully addressed.
	DesertXpress	ess The DX project is estimated to cost	The latest cost for the DX project is that it could cost up to \$6.5 billion, or \$34 million per mile.	Cost.pdf	See bolded comment to left. This point is very important in evaluating the financial plan feasibility of a project.
		to be financed using a Railroad Rehabilitation Improvement Financing (RRIF, a	The paragraph implies that the RRIF loan has been approved and it is guaranteed that the project will be profitable enough to pay the loan back. DX has an application submitted for a loan which is subject to review by three federal organizations and an outside auditor. It is not yet known if the project will receive this funding or if the project will be profitable enough to pay it back.	2011-11-23 Bloomberg BizWeek - Betting Tax Dollars on a Bullet Train	





	2002 federal	-	to Vegas.pdf	
progre which back.	will by	Also please add to this paragraph that the RRIF loan does NOT cover the cost for the DX project as it is for \$4.9 billion. Even if the loan is approved, this still leaves \$1.6 billion or more to fund from other sources, which the DX has not yet identified. *	* The California High Speed Rail Authority in it's December 2011 business plan for the San Francisco to Los Angeles high speed (220 mph) project stated that private sector funding is not expected to materialize until after at least one segment of the project is up and running and making a net operating profit sufficient to pay back capital costs as well as O and M.	
1 <sup>st</sup> und Ame Gro	1 <sup>st</sup> PARAGRAPH under section: American Magline Group (MAG),	Change to: "American Magline Group ( <b>AMG</b> ),"	N/A	Addressed
<u>~</u>	1st PARAGRAPH	This sentence is very misleading, please clarify with the following:		
$\square$ $\alpha \subseteq \alpha$	% ⊑ '	The FRA does not have safety standards for MagLev or light weight steel wheel on rail vehicles proposed by DX. Both systems however have safety certifications in Europe which will require approval by the FRA.		Previous comment partially addressed. The statement on page 3-17 on the FRA waiver still seems misleading.  Maglev will provide a direct connection for passengers from Las Vegas
လ ထ ထ ပ	speeds, thus the project will require an FRA waiver for crashworthiness.	Crash worthiness (buil strength) standards however only apply to mixed reight and passenger traffic which is not proposed by MagLev but maybe proposed on the DX project thus subjecting them to the requirements.  Furthermore in China MagLev has a perfect safety record whereas China has		to Anaheim using its own dedicated guideway, with no track-sharing with other technologies, no extension and no train-changing required.
		experienced multiple fatalities on high speed steel wheel on rail systems similar to DX		
‡4	4 <sup>th</sup> PARAGRAPH	Please revise and add the following:	2010-04-01 BradCo	Partially addressed. In order to address all projects fairly, please
An the	end-to	An end-to-end trip in the two-state corridor could be accomplished in about 80 minutes and no additional extensions are required.	— ю	benefit-cost ratio comparison of all projects being evaluated.
acco abou signi over rail.	accomplished in about 90 minutes, a significant savings over conventional rail. The project corridor is estimated	Because Maglev has the capability to handle grades of up to 10%, its alignment can continue past the Cajon Pass and directly connect to a Southern CA major destination and the CAHSR system. This connection, along with its capability of traveling at speeds up to 310 mph, would save passengers anywhere from one hour to four hours of round trip travel time over a system only capable of 150 mph.		
5 g g g g	to create some 97,000 jobs and to require about \$45 million per mile to build for a total	The project corridor is estimated to create some 97,000 jobs and to require about \$45 million per mile to build for a total estimated project cost of some \$12 billion or about \$36 million per mile for a connection to Victorville at		
estin cost billio	estimated project cost of some \$12 billion.	a cost of \$6.8 billion.		





Previous comment addressed, however, clarification is needed on the language used in the description.  Please change "AMG" to "the state-sponsored Commission".  Also please replace "Chinese suppliers or contractors" with "Chinese elements". Our negotiations with the Chinese indicate that American contractors would be used for the construction of this project and the majority of suppliers would be American.	Partially addressed. In order to address all projects fairly, please include the statements in bold to the left. This is highly relevant to the level of advancement comparison of all projects being evaluated.	Addressed.	Not addressed.  1) Please remove or modify the statement "Project is very costly" as this is an opinion and an ambiguous evaluation statement.  \$120 million was invested by the German government, after the Shanghai project was constructed, specifically focused on reducing the costs of Maglev, putting costs of the technology into the same cost-permile range as conventional rail.  The Maglev project may "cost more" overall than other proposed projects, however, this is because it extends an additional 80 miles and provides significantly greater benefits. A benefit-cost ratio is a much more sound measure of evaluation. The full corridor has an outstanding benefit-cost ratio of 1.8.
Letter from Import Export Bank of China	Letter from Nevada Attorney General, with support from NDOT, demanding the money be released by the FRA.		See attached document "Criteria Recommendations for Passenger System Selection" previously provided.  These factors were provided because they are generally used by transportation experts as
Please add after this sentence: The project already has in place a funding commitment of a \$7 billion loan from the Import Export Bank of China for construction of the Maglev system.	Please add after this sentence:  However, because <b>substantial work relevant to the federal requirements of an EIS/EIR in both California and Nevada has already been completed and approved by the Federal Railroad Administration (FRA), completion of final phase of the EIS and related design work could be completed in 18-24 months.</b> In 2009, \$45 million was awarded to the CA-NV Maglev Project through a SAFETEA-LU grant and the AMG committed to an additional \$11.25 million 20% match in order to complete environmental work for the project. This funding is still available and the CNSSTC continues to request its release from the FRA.	The CNIMP completed an investment-grade ridership study which was reviewed by third-party experts and approved by the FRA. The project projects that more than 40,000,000 persons will ride the Maglev train based on a \$110 roundtrip fare from Las Vegas to Anaheim. The document indicates that this operating projection is forecasted to generate sufficient revenue to cover operating expenses, debt service, and return on investment.	The estimated cost for a Maglev system <b>to Victorville is \$6.8 billion.</b> The CNIMP project is in the same cost-per-mile range as the DX and that published by the FRA for traditional high-speed rail projects. However, because the CNIMP already has a loan commitment in place and projects to attract more than eight times the number of passengers than the DX, it is actually a more financially feasible and sustainable project.  This is not a differentiator since both the DX and Maglev require right-of-way in CA. However, a Maglev system requires almost half the amount of right-of-way than the DX, or conventional rail, again, making Maglev the better choice on this factor.
4 <sup>th</sup> PARAGRAPH Funding sources could include a combination of federal rail sources, including Transportation Infrastructure Finance Improvement Act (TIFIA) funding, and/or equity along with state or local sources.	4th PARAGRAPH Environmental documentation for the maglev project is in development; a project completion date has not been published.	Please add as a last paragraph	Please consider the following clarifications to the existing selection factors used with the CNIMP:  Project is very costly in CA
3-13 CNIMP	3-13 CNIMP	3-13 CNIMP	3-19 Table 3-1
			D. Summary of Passenger and Excursion Rail Projects
13	4	15	9



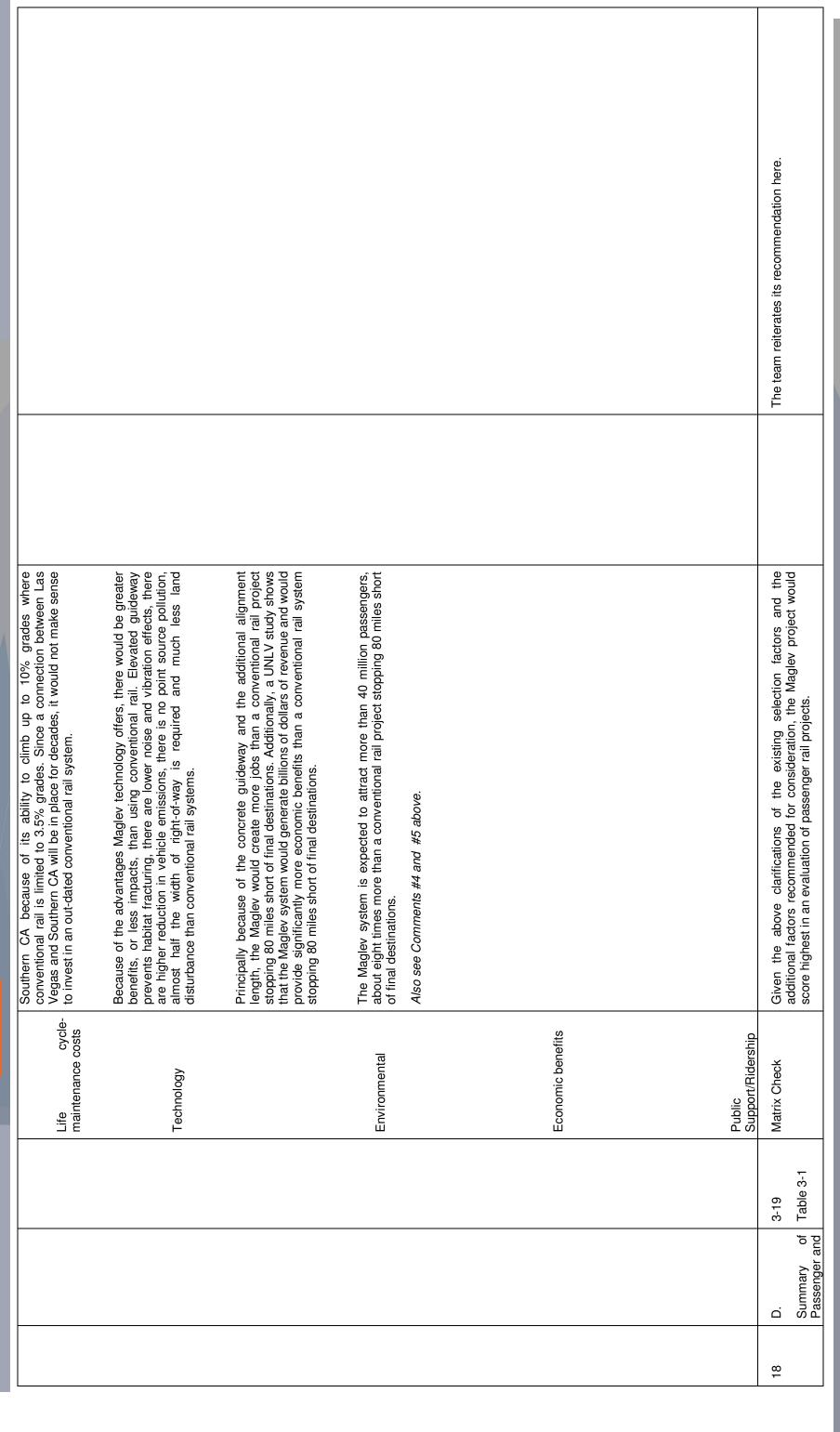


			Funding is not secured	The CNIMP project already has in place a funding commitment of a \$7 billion loan from the Import Export Bank of China for construction of the Madley	important criteria in rating the expected success for a passenger rail project.	2) Please remove the statement "would require controversial displacements in CA" as this does not apply to Maglev and is an incorrect statement.
			Political support		vs vs	This statement included here was made by Andrew Mack, Chief Financial Officer of the Desert Xpress during the private stakeholder meeting with him on April 12, 2011, and it applies to the conventional train technology he represents.
				The project receives widespread political and public support in Nevada and CA.  See Comment #5 above.	(Dec2010)_rev2.pdf	The Maglev project team has evaluated the alignment and can connect the full corridor staying substantially within the I-15 available right-of-way because Maglev has the capability of handling more than twice the grades, and uses almost half the amount of footprint, than the DX technology. Additionally, all of CA transportation agencies are in full support of the Maglev system along their corridor and there are no controversial displacements whatsoever for this alignment.
						3) Please replace the statement "failing to get federal funds released" with "the FRA has failed to release funding as required by law". Currently, the statement implies fault to the State of Nevada and the Maglev team who has already provided everything necessary for the release of funds.
						Everything required for the federal funds, including a Memorandum of Understanding between all parties, an approved scope of work and matching local funds, has been provided to the FRA by both the State of Nevada and the Maglev Team. The State of Nevada sent a clear and strong letter, with a detailed description of the delays caused by the FRA, demanding that the FRA release the funding as they were in breach of Congressional Law.
17	D. Summary of	3-19 Table 3-1	ase cons wing s ors to be			The team reiterates its recommendation here.
	Fassenger and Excursion Rail Projects		the decision process. Connections	Maglev connects directly to 5 cities and several airports. The end points of the system are two major tourist destinations and a world-class transportation HUB. Anaheim has a metropolitan population of 3.1 million people and 45 million visitors every year.		Given the above clarifications of the existing selection factors and the additional factors recommended for consideration, the Maglev project would score highest in an evaluation of passenger rail projects.
				Maglev connects both ends in about 80 minutes, and would save passengers anywhere from one hour to four hours of round trip travel time over conventional rail systems.		
			Travel time	CNIMP project makes the connections and attracts the ridership to make it a more feasible and sustainable project than a conventional rail system.		
			Sustainability	CNIMP would have significantly less life-cycle costs due to the daily maintenance costs involved with a conventional rail system.		
				Maglev is the most advanced proven technology for commuter ground transportation trains. It is the only system that is capable of fully connecting to		



### INTERSTATE MAGLEV PROJECT CALIFORNIA-NEVADA









	Previous comment not addressed.  Additionally, please add that the Palmdale segment of the CAHSR is not planned to be complete before the year 2034. This is highly relevant toward the connectivity and timeline factors of evaluation.			N/A
	2011-11-06 LVRJ Packer - Nevada, California both plan Trains to Nowhere.pdf			nonstrating it as a proven
Based on this, the strong political support and the overwhelming public opinion in favor, it is recommended that the Maglev project be marked as "Advance to Evaluation Matrix". Based on the objectives listed, Maglev project would score highest on the Advanced Matrix as well.	The DX minimally addresses this goal as it would not connect to other modes of transportation, other than car rentals and buses. CAHSR is no longer in strong favor of connecting to Palmdale and even if this connection were to happen, it is not projected to be complete for another 22 years.  The DX appears to only partially address this goal. The DX does not address the most significant problem, which is the congestion from Victorville to major destinations in Southern CA. Also, relative to the 40,000 passengers that would be attracted by a Maglev system that fully connects, the congestion relief is minimal.	Only a system that directly connects to a major destination in Southern CA and all of the economic potential that comes from this connection, in a travel time to that destination that is more attractive than current options, with the latest technology that will remain sustainable over the next 30 years, will fully address these objectives.  Without meeting these needs, the DX currently only partially or minimally addresses these goals.		Please see attached videos showing the advanced Maglev technology and demonstrating it as a proven system in use.
	DesertXpress Scores Goal 1, Objective B: Provide connectivity to other modes of transportation. Current score given is: 3 - Fully addresses this goal.	Goal 1, Objective C: Promote congestion relief on interstate highway. Current score given is: 3 - Fully addresses this goal	Goal 2, All Objectives: A HS passenger service plan, potential for economic development, reduce energy consumption, maximize sustainability.  Current score given is: 3 - Fully addresses this goal	General
	Criteria Scores for Goals			General
Excursion Rail Projects	Advanced Project Evaluation Matrix			General
	6			20





### Sign-In Sheet

Meeting Nevada State Rail Plan Subject: South TAC Meeting

Time / Date: 1:00 PM - 3:00 PM / December 14, 2011

Location: Jacobs

319 E. Warm Springs Road, Suite 200

Las Vegas, NV 89119

	Name	Affiliation	Phone	Email
	Keria Briess	City of Ry/NARY	115-281-243	P Rbriggs @ elycity. com
	J.P. WONTON	AMG TOWSSTC	702 789 2016	ip. woyton@ parsons. con
	Andru Muck	Desert Xpress,	704491-7463	amusicedeser xpress. com
	FINEL CHMMIN	US AMP/CWSST	= 310-914-1849	uncassoccaol.com
	ANGELA THENS	JACOBS	1702-938-5483	angela. Thens Ejacobs. com
	MIKE McCARLEY	JACOBS		mike meerevery @ jacobs com
	JOHN MCCARTHY	JACOBS	314-335-4415	john.h. mccarthy liacops co
	ANDREW ITTIGSON	JACOBS	214-920-6000	andrew. itigson Ciacops.com
	ALBERT AMOS	JACOBS	512-314-3122	albert amos @jacobs. com
	MATT FURBDY	NDOT		mfuredy@dot.state.nv.us
	DARWIN DEREN	JACOBS	214-635-0145	darwin desen@jacobs.com
¥	Ingrid Reism	Las Vega Monarail		ingride lymonorail.com
*	John Hutchison	Amtrak	510 - 238-267	hutchize antrak.com





### Sign-In Sheet

Meeting Nevada State Rail Plan Subject: North TAC Meeting

Time / Date: 1:00 PM - 3:00 PM / December 15, 2011

Location: South Valleys Branch Library

15650 Wedge Parkway, Reno, NV 89511

	Name	Affiliation	Phone	Email
	Ingila Theirs	JACOBS	702-938-0483	angela. Mons @ jacobs. com
	Mike Mc Cartey	JACOBS	702.986.5570	mike mccartage jacobs son
	Darwin Deser	JACOBS		derwin desen Gjacobs. con
	Indrew Higson	JACOBS	214-920-8000	andrew. ittigson Ejacobs.com
	John McCarthy	JACOBS	8121-335-4415	john. h. mccarthy Ejacons. ce
	Albert Amos'	Jacobs	512-814-3122	albert-amos @ jacobs.com
	Ken Smithson	Carson City	(775) 255-7583	Ksmithsonecarson.org
	CHRIS BIGONESS	BUSF	817-352-231	6 CHILLS. BIGONESSE BUST.CO
	JIM GARZA	WHITE PINE COUNTY	(175)289-3065	wpcedc Cmupower.net
*	Leo Wefula	FRA	202 493-6188	leo.wetula@dot.gar
*	Liisa Stark	UP	916.792.9160	listark evp.com
	1000			
	10.15			
		22. 60		

### **Technical Advisory Committee WebEx (South)**

### Nevada State Rail Plan

December 14, 2011, 1:00 pm Pacific Standard Time

Participant 1			
Name:	Angela Thens	Email:	angela.thens@jacobs.com
IP Address:	216.253.136.252	Browser:	WINDOWS,IE
Invited:	No	Registered:	N/A
Date:	12/14/11	Start time:	12:55 pm
End time:	1:49 pm	Duration:	54 mins
Company:		Title:	
Phone Number:		Address1:	
Address2:		City:	
State/Province:		Country/region:	
ZIP/Postal Code:		Internal/External:	External
Participant 2			
Name:	Ingrid Reisman	Email:	ingrid@lvmonorail.com
IP Address:	24.234.55.159	Browser:	WINDOWS,IE
Invited:	No	Registered:	N/A
Date:	12/14/11	Start time:	12:57 pm
End time:	1:49 pm	Duration:	52 mins
Company:		Title:	
Phone Number:		Address1:	
Address2:		City:	
State/Province:		Country/region:	
ZIP/Postal Code:		Internal/External:	External
Participant 3			
Name:	jonathan hutchison	Email:	hutchij@amtrak.com
IP Address:	12.130.166.128	Browser:	WINDOWS,IE
Invited:	No	Registered:	N/A
Date:	12/14/11	Start time:	12:59 pm
End time:	1:49 pm	Duration:	51 mins
Company:		Title:	
Phone Number:		Address1:	
Address2:		City:	
State/Province:		Country/region:	
ZIP/Postal Code:		Internal/External:	External

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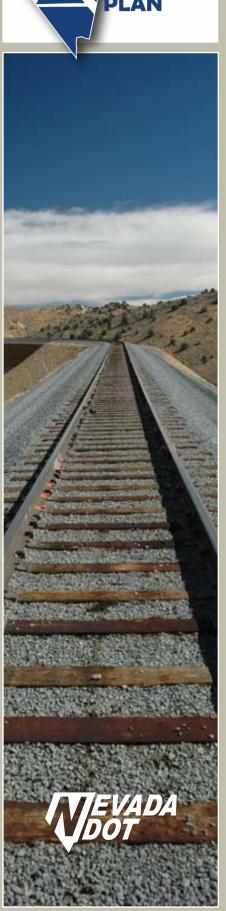
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Participant 1				
Name:	Angela Thens	Email:	angela.thens@jacobs.com	
IP Address:	71.9.22.74	Browser:	WINDOWS,IE	
Invited:	No	Registered:	No	
Date:	12/15/11	Start time:	12: 20 pm	
End time:	1:53 pm	Duration:	93 mins	
Company:		Title:		
Phone Number:		Address1:		
Address2:		City:		
State/Province:		Country/region:		
ZIP/Postal Code:		Internal/External:	External	
Participant 2				
Name:	Leo Wetula	Email:	leo.wetula@dot.gov	
IP Address:	152.120.32.71	Browser:	WINDOWS,IE	
Invited:	No	Registered:	Yes	
Date:	12/15/11	Start time:	1:06 pm	
End time:	1:52 pm	Duration:	47 mins	
Company:	FRA	Title:		
Phone Number:	1-202-493-6188	Address1:		
Address2:		City:		
State/Province:		Country/region:		
ZIP/Postal Code:		Internal/External:	External	
Participant 3				
Name:	Liisa Stark	Email:	llstark@up.com	
IP Address:	72.37.9.218	Browser:	WINDOWS,IE	
Invited:	No	Registered:	No	
Date:	12/15/11	Start time:	1:07 pm	
End time:	1:52 pm	Duration:	45 mins	
Company:		Title:		
Phone Number:		Address1:		
Address2:		City:		
State/Province:		Country/region:		
ZIP/Postal Code:		Internal/External:	External	

### C. Project Fact Sheet







### **FACT SHEET**

The Nevada Department of Transportation (NDOT) is preparing a new statewide rail plan. This plan will establish policy for passenger and freight rail, it will set priorities and strategies to enhance rail service in the state that benefits the public, and it will serve as the basis for federal and state investments within Nevada. The Nevada State Rail Plan will be prepared in accordance with federal requirements so that Nevada is eligible for federal rail funding.

### State Rail Plan Mission

NDOT will work with passenger and freight rail transportation stakeholders to develop and provide enhanced rail transportation infrastructure and services that address the transportation needs of the state and improve the overall quality of life, safety, and environmental/economic sustainability for the citizens of Nevada.

### Passenger Rail Vision

The vision for passenger rail transportation in Nevada is to develop a passenger rail system that provides the traveling public with an attractive, energy-efficient, cost-effective, and reliable alternative choice to auto, bus, and air transportation, with intermodal connectivity that enhances economic and environmentally sustainable travel within, to, and through the state.

### Freight Rail Vision

The vision for freight rail transportation in Nevada is to have an economically-competitive freight rail system that moves goods efficiently and expeditiously across the state and is fully integrated with interstate and intrastate shipping modes, thereby relieving highway congestion and improving the overall safety and quality of life for the traveling public and the citizens of Nevada.

### The State Rail Plan will:

- Inventory and evaluate Nevada's rail infrastructure;
- Identify rail issues and opportunities;
- · Identify rail needs and potential projects;
- Evaluate and prioritize rail projects;
- Identify the highest and best use of funding sources;
- Assess NDOT's organization, policies, and procedures to develop a streamlined process for NDOT to implement the state rail plan;
- Develop an implementation strategy, which provides a decision-making process as part of a defensible program to take a project from concept to implementation;
- Enhance overall statewide transportation system connectivity and safety;
- Improve the state's transportation system operational efficiency; and
- Be consistent with the strategic highway safety plan.

### State Rail Plan Schedule

The completion of the state rail plan is anticipated for March 2012.

Key Tasks	2010 Q4	2011 Q1	2011 Q2	2011 Q3	2011 Q4	2012 Q1
✓ Provide Outreach Program		Round #	<b>#1</b>	ongoing	Rou	ind #2
≻ TAC		*			*	
➤ Stakeholders and General Public		*				*
➤ Website				ongoing refiner	nent	
✓ Define Baseline						
➤ Draft Rail Plan Vision, Goals, and Objectives			ongoing r	efinement		
➤ Conduct NDOT Rail Organization Self-Assessment						
➤ Inventory and Evaluate State Rail System						
✓ Identify Rail Issues and Opportunities						
✓ Prepare Rail Plan						
➤ Identify Needs and Potential Projects						
➤ Evaluate and Prioritize Projects						
➤ Identify Funding Sources						
➤ Develop Implementation Strategy						
✓ Prepare Draft and Final Report						

### How This Plan Involves You

This plan will lead to rail improvements across the state, including making at-grade rail crossings safer; eliminating some grade crossing conflicts; improving passenger rail service; and enhancing rail efficiency, resulting in an improved economic environment.

The outreach and collaboration process provides adequate and reasonable notice and opportunity for comment and other input by the public, rail carriers, commuter and transit authorities operating in or affected by rail operations within the state, units of local government, and other interested parties in the preparation and review of the plan.



**Contact Information** 



Matthew Furedy, Project Manager (NDOT)

Phone: (775) 888-7353 Fax: (775) 888-7207 mfuredy@dot.state.nv.us

Mike McCarley, Project Manager (Jacobs)

Phone: (702) 938-5570 Fax: (702) 938-5454 mike.mccarley@jacobs.com



www.nvrailplan.com or www.nevadadot.com/pub\_involvement/











### D. Public Meeting Notices and Advertisements





### TRANSPORTATION NOTICE PUBLIC INFORMATION MEETING UPDATE FOR

### **Nevada State Rail Plan**

**WHAT:** The Nevada Department of Transportation will hold a public information meeting to provide an introduction to the community and gather public comments on the development of the Nevada State Rail Plan. The plan shall set forth policy involving freight and passenger rail including commuter rail in the state, setting priorities and strategies to enhance rail service in the state that benefits the public, and to serve as the basis for federal and state investments within Nevada.

NDOT's mission is to work with passenger and freight rail transportation stakeholders to develop and provide enhanced rail transportation infrastructure and services that address the transportation needs of the state and improve the overall quality of life, safety, and environmental and economic sustainability for the citizens of Nevada.

I-15 Corridor System Master Plan information also will be provided. Representatives and materials will be available.

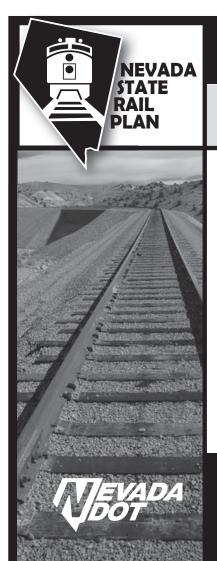
WHEN AND WHERE: Monday, February 28, 2011, 4 p.m. – 7 p.m. at Howard Wasden Elementary, Multipurpose Room, 2831 Palomino Lane, Las Vegas.

**WHY:** At a minimum, the State Rail Plan will inventory and evaluate Nevada's rail infrastructure; identify rail issues, needs, and potential projects; evaluate and prioritize rail projects; identify the highest and best use of funding sources; and develop an implementation strategy to enhance overall statewide transportation system connectivity and safety.

**WHERE YOU COME IN:** You are invited to attend the public information meeting between 4 p.m. and 7 p.m. There will be a brief project presentation at 5:30 p.m., followed by a short comment period. Before and after the presentation, the meeting will be conducted in an "open house" format to provide you with an opportunity to view the displays and individually discuss the project with the project representatives. If you are unable to attend the meeting, information can be obtained through the contact below.

Your comments may be submitted for the public record in writing at the meeting or verbally to a court reporter who will be available throughout the meeting. In addition to any comments received at the meeting, written or e-mail comments will be accepted through 5 p.m. Friday, March 18, 2011. Please e-mail your comments to info@dot.state.nv.us with a reference to this project in the subject line. You may mail your comments to the contact below.

**CONTACT:** For more information contact **Matthew D. Furedy, Project Manager,** Nevada Department of Transportation, 1263 S. Stewart Street, Carson City, Nevada, 89712, phone (775) 888-7353, and e-mail <a href="mailto:mfuredy@dot.state.nv.us">mfuredy@dot.state.nv.us</a>.



### TRANSPORTATION NOTICE

### PUBLIC INFORMATION MEETING NEVADA STATE RAIL PLAN/I-15 MASTER PLAN

The Nevada Department of Transportation will hold a public information meeting to provide an introduction to the community and gather public comments on the development of the **Nevada State Rail Plan**. The plan shall set forth policy involving freight and passenger rail including commuter rail in the state, setting priorities and strategies to enhance rail service in the state that benefits the public, and to serve as the basis for federal and state investments within Nevada.

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**I-15 Corridor System Master Plan** information also will be provided. Representatives and materials will be available.

Monday, February 28, 2011

Howard Wasden Elementary

Multipurpose Room

2831 Palomino Lane, Las Vegas
4 p.m. to 7 p.m.

At a minimum, the State Rail Plan will inventory and evaluate Nevada's rail infrastructure; identify rail issues, needs, and potential projects; evaluate and prioritize rail projects; identify the highest and best use of funding sources; and develop an implementation strategy to enhance overall statewide transportation system connectivity and safety.

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### TRANSPORTATION NOTICE PUBLIC INFORMATION MEETING UPDATE FOR

### Nevada State Rail Plan

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WHEN AND WHERE: Tuesday, March 1, 2011, 4 p.m. – 7 p.m. at Nevada Department of Transportation District 2, Main Conference Room, 310 Galletti Way, Sparks.

**WHY:** At a minimum, the State Rail Plan will inventory and evaluate Nevada's rail infrastructure; identify rail issues, needs, and potential projects; evaluate and prioritize rail projects; identify the highest and best use of funding sources; and develop an implementation strategy to enhance overall statewide transportation system connectivity and safety.

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### TRANSPORTATION NOTICE

### PUBLIC INFORMATION MEETING NEVADA STATE RAIL PLAN

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Tuesday, March 1, 2011

Nevada Department of Transportation, District 2

Main Conference Room

310 Galletti Way, Sparks
4 p.m. to 7 p.m.

You are invited to attend the public information meeting between 4 p.m. and 7 p.m. There will be a brief project presentation at 5:30 p.m., followed by a short comment period. Before and after the presentation, the meeting will be conducted in an "open house" format to provide you with an opportunity to view the displays and individually discuss the project with the project representatives. If you are unable to attend the meeting, information can be obtained through the contact below.

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### TRANSPORTATION NOTICE PUBLIC INFORMATION MEETING UPDATE FOR

### Nevada State Rail Plan

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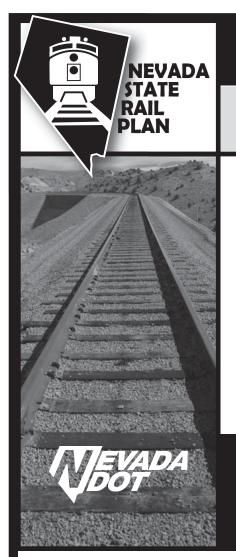
WHEN AND WHERE: Wednesday, March 2, 2011, 4 p.m. – 7 p.m. at Red Lion Hotel & Casino, Humboldt Room, 2065 Idaho Street, Elko.

**WHY:** At a minimum, the State Rail Plan will inventory and evaluate Nevada's rail infrastructure; identify rail issues, needs, and potential projects; evaluate and prioritize rail projects; identify the highest and best use of funding sources; and develop an implementation strategy to enhance overall statewide transportation system connectivity and safety.

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### TRANSPORTATION NOTICE

### PUBLIC INFORMATION MEETING NEVADA STATE RAIL PLAN

The Nevada Department of Transportation will hold a public information meeting to provide an introduction to the community and gather public comments on the development of the Nevada State Rail Plan. The plan shall set forth policy involving freight and passenger rail including commuter rail in the state, setting priorities and strategies to enhance rail service in the state that benefits the public, and to serve as the basis for federal and state investments within Nevada.

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Wednesday, March 2, 2011
Red Lion Hotel & Casino
Humboldt Room
2065 Idaho Street, Elko
4 p.m. to 7 p.m.

You are invited to attend the public information meeting between 4 p.m. and 7 p.m. There will be a brief project presentation at 5:30 p.m., followed by a short comment period. Before and after the presentation, the meeting will be conducted in an "open house" format to provide you with an opportunity to view the displays and individually discuss the project with the project representatives. If you are unable to attend the meeting, information can be obtained through the contact below.

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### TRANSPORTATION NOTICE PUBLIC INFORMATION MEETING UPDATE FOR

### **Nevada State Rail Plan**

**PURPOSE OF MEETING:** The Nevada Department of Transportation is holding a public information meeting to provide an update to the community and gather public comments on the recent development of the Nevada State Rail Plan. The plan shall set forth policy involving freight and passenger rail including commuter rail in the state, setting priorities and strategies to enhance rail service in the state that benefits the public, and to serve as the basis for federal and state investments within Nevada.

NDOT's mission is to work with passenger and freight rail transportation stakeholders to develop and provide enhanced rail transportation infrastructure and services that address the transportation needs of the state and improve the overall quality of life, safety, and environmental and economic sustainability for the citizens of Nevada.

**WHY:** At a minimum, the State Rail Plan assesses and evaluates the statewide rail infrastructure; identifies rail issues, needs, and potential projects; evaluates and prioritizes rail projects; identifies the highest and best use of funding sources; and develops an implementation strategy to enhance overall statewide transportation system connectivity and safety.

### WHEN AND WHERE:

Monday, February 13, 2012, 3:30 p.m. – 6:30 p.m. at Desert Breeze Community Center, 8275 Spring Mountain Road, Las Vegas

WHERE YOU COME IN: Members of the public are invited to attend at their convenience any time during the meeting hours 3:30 p.m. to 6:30 p.m. Nevada State Rail Plan representatives will be available to discuss the plan and answer questions. There will be a brief presentation about the Nevada State Rail Plan at 5:00 p.m., followed by a short open comment period. The meeting will be an open house format from 3:30 p.m. to 5:00 p.m., returning to the open house following the presentation/comment period until 6:30 p.m. This will allow you to visit with Nevada State Rail Plan representatives individually. Your comments may be submitted for the public record in writing at the meeting or verbally to a court reporter who will be available throughout the meeting or e-mail your comments to info@dot.state.nv.us with a reference to the Nevada State Rail Plan in the subject line.

**CONTACT:** In addition to any comments received at the meeting, written comments will also be accepted until 5 p.m. **Thursday, March 15, 2012**. Please submit your comments to **Matthew D. Furedy, NDOT, Project Manager**, Nevada Department of Transportation, 1263 S. Stewart St., Carson City, NV 89712.

General information about the project can be obtained from Matthew D. Furedy, NDOT Project Manager, at (775) 888-7353, by e-mail to <a href="mailto:mfuredy@dot.state.nv.us">mfuredy@dot.state.nv.us</a> or by mail to Matthew D. Furedy, Nevada Department of Transportation, 1263 S. Stewart St., Carson City, NV 89712.



### **NEVADA DEPARTMENT OF TRANSPORTATION**

### TRANSPORTATION NOTICE

### PUBLIC INFORMATION MEETING NEVADA STATE RAIL PLAN

The Nevada Department of Transportation is holding a public information meeting to provide an update to the community and gather public comments on the recent development of the **Nevada State Rail Plan**. The plan shall set forth policy involving freight and passenger rail including commuter rail in the state, setting priorities and strategies to enhance rail service in the state that benefits the public, and to serve as the basis for federal and state investments within Nevada.

NDOT's mission is to work with passenger and freight rail transportation stakeholders to develop and provide enhanced rail transportation infrastructure and services that address the transportation needs of the state and improve the overall quality of life, safety, and environmental and economic sustainability for the citizens of Nevada.

You are invited to attend the public information meeting between 3:30 p.m. and 6:30 p.m. There will be a brief project presentation at 5:30 p.m., followed by a short comment period. Before and after the presentation, the meeting will be conducted in an "open house" format to provide you with an opportunity to view the displays and individually discuss the project with the project representatives. If you are unable to attend the meeting, information can be obtained through the contact below.

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MONDAY FEBRUARY 13, 2012

Desert Breeze Community Center

8275 Spring Mountain Rd. Las Vegas

3:30 p.m. to 6:30 p.m.



**CONTACT:** For more information contact **Matthew D. Furedy, Project Manager,** Nevada Department of Transportation, 1263 S. Stewart Street, Carson City, Nevada, 89712, phone (775) 888-7353, and e-mail mfuredy@dot.state.nv.us.



### TRANSPORTATION NOTICE PUBLIC INFORMATION MEETING UPDATE FOR

### Nevada State Rail Plan

**PURPOSE OF MEETING:** The Nevada Department of Transportation is holding a public information meeting to provide an update to the community and gather public comments on the recent development of the Nevada State Rail Plan. The plan shall set forth policy involving freight and passenger rail including commuter rail in the state, setting priorities and strategies to enhance rail service in the state that benefits the public, and to serve as the basis for federal and state investments within Nevada.

NDOT's mission is to work with passenger and freight rail transportation stakeholders to develop and provide enhanced rail transportation infrastructure and services that address the transportation needs of the state and improve the overall quality of life, safety, and environmental and economic sustainability for the citizens of Nevada.

**WHY:** At a minimum, the State Rail Plan assesses and evaluates the statewide rail infrastructure; identifies rail issues, needs, and potential projects; evaluates and prioritizes rail projects; identifies the highest and best use of funding sources; and develops an implementation strategy to enhance overall statewide transportation system connectivity and safety.

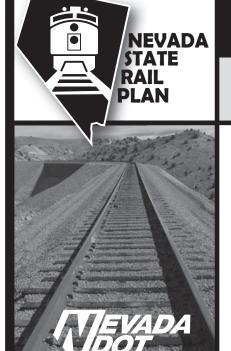
### WHEN AND WHERE:

Wednesday, February 15, 2012, 3:30 p.m. – 6:30 p.m. at McKinley Arts & Culture Center, 925 Riverside Drive, Reno

WHERE YOU COME IN: Members of the public are invited to attend at their convenience any time during the meeting hours 3:30 p.m. to 6:30 p.m. Nevada State Rail Plan representatives will be available to discuss the plan and answer questions. There will be a brief presentation about the Nevada State Rail Plan at 5:00 p.m., followed by a short open comment period. The meeting will be an open house format from 3:30 p.m. to 5:00 p.m., returning to the open house following the presentation/comment period until 6:30 p.m. This will allow you to visit with Nevada State Rail Plan representatives individually. Your comments may be submitted for the public record in writing at the meeting or verbally to a court reporter who will be available throughout the meeting or e-mail your comments to info@dot.state.nv.us with a reference to the Nevada State Rail Plan in the subject line.

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**NEVADA DEPARTMENT OF TRANSPORTATION** 

### TRANSPORTATION NOTICE

### PUBLIC INFORMATION MEETING NEVADA STATE RAIL PLAN

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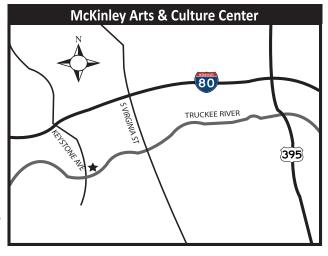
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WEDNESDAY FEBRUARY 15, 2012

McKinley
Arts & Culture Center
925 Riverside Drive
Reno
3:30 p.m. - 6:30 p.m.

Your comments may be submitted for the public record in writing at the meeting or verbally to a court reporter who will be available throughout the meeting. In addition to any comments received at the meeting, written or e-mail comments will be accepted through 5 p.m. Thursday March 15, 2012. Please e-mail your comments to info@dot.state.nv.us with a reference to this project in the subject line. You may mail your comments to the contact below.

**CONTACT:** For more information, please contact **Matthew D. Furedy, Project Manager,** Nevada Department of Transportation, 1263 S. Stewart Street, Carson City, Nevada, 89712, phone (775) 888-7353, and e-mail mfuredy@dot.state.nv.us.





### TRANSPORTATION NOTICE PUBLIC INFORMATION MEETING UPDATE FOR

### Nevada State Rail Plan

**PURPOSE OF MEETING:** The Nevada Department of Transportation is holding a public information meeting to provide an update to the community and gather public comments on the recent development of the Nevada State Rail Plan. The plan shall set forth policy involving freight and passenger rail including commuter rail in the state, setting priorities and strategies to enhance rail service in the state that benefits the public, and to serve as the basis for federal and state investments within Nevada.

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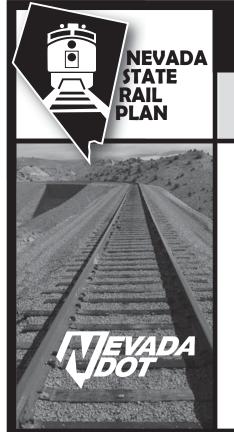
### WHEN AND WHERE:

Thursday, February 16, 2012, 3:30 p.m. – 6:30 p.m. at Elko City Council Chambers, 1751 College Avenue, Elko

WHERE YOU COME IN: Members of the public are invited to attend at their convenience any time during the meeting hours 3:30 p.m. to 6:30 p.m. Nevada State Rail Plan representatives will be available to discuss the plan and answer questions. There will be a brief presentation about the Nevada State Rail Plan at 5:00 p.m., followed by a short open comment period. The meeting will be an open house format from 3:30 p.m. to 5:00 p.m., returning to the open house following the presentation/comment period until 6:30 p.m. This will allow you to visit with Nevada State Rail Plan representatives individually. Your comments may be submitted for the public record in writing at the meeting or verbally to a court reporter who will be available throughout the meeting or e-mail your comments to info@dot.state.nv.us with a reference to the Nevada State Rail Plan in the subject line.

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### **NEVADA DEPARTMENT OF TRANSPORTATION**

### TRANSPORTATION NOTICE

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**CONTACT:** For more information contact **Matthew D. Furedy, Project Manager,** Nevada Department of Transportation, 1263 S. Stewart Street, Carson City, Nevada, 89712, phone (775) 888-7353, and e-mail mfuredy@dot.state.nv.us.

**NOTE:** Reasonable efforts will be made to assist and accommodate physically handicapped persons desiring to attend the meeting.

Requests for auxiliary aids or services to assist individuals with disabilities or limited English proficiency should be made with as much advance notice as possible to Julie Maxey, Public Hearings Officer, Nevada Department of Transportation, at (775) 888-7171.

THURSDAY FEBRUARY 16, 2012

Elko City Council Chambers

1751 College Ave. Elko **3:30 p.m. - 6:30 p.m.** 



### E. Public Meetings



### BRIAN SANDOVAL Governor

### STATE OF NEVADA

### DEPARTMENT OF TRANSPORTATION

1263 S. Stewart Street Carson City, Nevada 89712

February 28, 2011

SUSAN MARTINOVICH, P.E., Director

In Reply Refer to:

### WELCOME:

Thank you for attending this meeting concerning the Nevada State Rail Plan. The Nevada Department of Transportation is conducting a planning effort to develop a new statewide rail plan in accordance with federal requirements to be eligible for federal rail funding. This plan will identify enhanced rail transportation infrastructure and services that address the transportation needs of the state and improve the overall quality of life, safety, and environmental and economic sustainability for the citizens of Nevada.

NDOT is conducting an open-house meeting from 4 .m. to 7 p.m. There will be a short presentation regarding the key elements of this study at 5:30 p.m., followed by a short comment period from the audience. As you enter the room, you will notice display boards describing the scope of this planning process. NDOT representatives are present to discuss rail transportation issues throughout the state and to answer your questions. These representatives can be identified with nametags. Please take this opportunity to discuss the plan with them.

During this meeting, as well as any public meeting conducted by NDOT, we are seeking your comments and ideas about future needs for rail transportation in the State of Nevada. There are several methods to present your comments for the public record. Any exhibits you wish to submit as a part of the public record of this study will also be accepted.

First: During the open-house portions of the meeting, you may make an oral statement to the court reporter. Comments you make during the audience comment period following the presentation will also be recorded for the public record.

Second: You may fill out one of the comment forms attached to this handout and deposit it in the comment box or give the completed form to one of the study representatives.

Third: The public meeting record will remain open for two weeks following this meeting. If you would prefer to write a letter or mail your completed comment form and any exhibits, these will become part of the official transcripts of the proceedings if mailed to Nevada State Rail Plan c/o Matthew Furedy, Project Manager, Nevada Department of Transportation, 1263 S. Stewart St., Carson City, NV 89712. and received by 5 p.m. Friday, March 18, 2011.

Fourth: You may e-mail your comments to mfuredy@dot.state.nv.us, Project Manager, NDOT or info@dot.state.nv.us; please reference the Nevada Stare Rail Plan in the subject line. E-mail comments will also be accepted until 5 p.m. Friday, March 18, 2011.

Thank you for attending this informational meeting and for your comments.

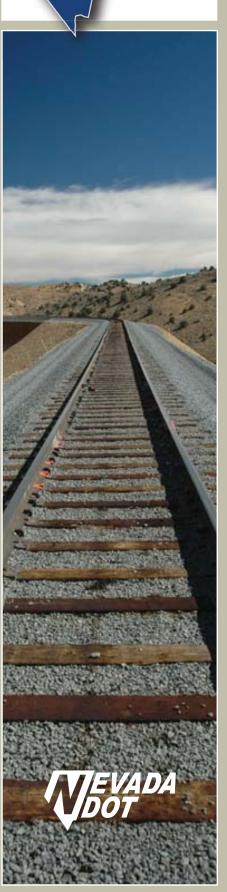
Sincerely,

Julie Ann Maxev

Hearings Officer, NDOT

(NSPO Rev. 12.10)





### **FACT SHEET**

The Nevada Department of Transportation (NDOT) is preparing a new statewide rail plan. This plan will establish policy for passenger and freight rail, it will set priorities and strategies to enhance rail service in the state that benefits the public, and it will serve as the basis for federal and state investments within Nevada. The Nevada State Rail Plan will be prepared in accordance with federal requirements so that Nevada is eligible for federal rail funding.

### State Rail Plan Mission

NDOT will work with passenger and freight rail transportation stakeholders to develop and provide enhanced rail transportation infrastructure and services that address the transportation needs of the state and improve the overall quality of life, safety, and environmental/economic sustainability for the citizens of Nevada.

### Passenger Rail Vision

The vision for passenger rail transportation in Nevada is to develop a passenger rail system that provides the traveling public with an attractive, energy-efficient, cost-effective, and reliable alternative choice to auto, bus, and air transportation, with intermodal connectivity that enhances economic and environmentally sustainable travel within, to, and through the state.

### Freight Rail Vision

The vision for freight rail transportation in Nevada is to have an economically-competitive freight rail system that moves goods efficiently and expeditiously across the state and is fully integrated with interstate and intrastate shipping modes, thereby relieving highway congestion and improving the overall safety and quality of life for the traveling public and the citizens of Nevada.

### The State Rail Plan will:

- Inventory and evaluate Nevada's rail infrastructure;
- Identify rail issues and opportunities;
- Identify rail needs and potential projects;
- Evaluate and prioritize rail projects;
- Identify the highest and best use of funding sources;
- Assess NDOT's organization, policies, and procedures to develop a streamlined process for NDOT to implement the state rail plan;
- Develop an implementation strategy, which provides a decision-making process as part of a defensible program to take a project from concept to implementation;
- Enhance overall statewide transportation system connectivity and safety;
- Improve the state's transportation system operational efficiency; and
- Be consistent with the strategic highway safety plan.

### State Rail Plan Schedule

The completion of the state rail plan is anticipated for March 2012.

Key Tasks	2010 Q4	2011 Q1	2011 Q2	2011 Q3	2011 Q4	2012 Q1
✓ Provide Outreach Program		Round #	1 on	going Ro	ound #2	
> TAC		*		*		
➤ Stakeholders and General Public		*			*	
➤ Website				ngoing refinen	nent	
✓ Define Baseline						
➤ Draft Rail Plan Vision, Goals, and Objectives			ongoing r	efinement		
➤ Conduct NDOT Rail Organization Self-Assessment						
➤ Inventory and Evaluate State Rail System						
✓ Identify Rail Issues and Opportunities						
✓ Prepare Rail Plan						
➤ Identify Needs and Potential Projects						
➤ Evaluate and Prioritize Projects						
➤ Identify Funding Sources						
➤ Develop Implementation Strategy						
✓ Prepare Draft and Final Report						

### How This Plan Involves You

This plan will lead to rail improvements across the state, including making at-grade rail crossings safer; eliminating some grade crossing conflicts; improving passenger rail service; and enhancing rail efficiency, resulting in an improved economic environment.

The outreach and collaboration process provides adequate and reasonable notice and opportunity for comment and other input by the public, rail carriers, commuter and transit authorities operating in or affected by rail operations within the state, units of local government, and other interested parties in the preparation and review of the plan.



**Contact Information** 



**Matthew Furedy, Project Manager (NDOT)** 

Phone: (775) 888-7353 Fax: (775) 888-7207 mfuredy@dot.state.nv.us

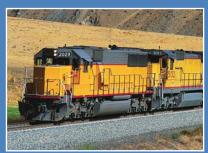
Ken Lambert, Project Manager (Jacobs)

Phone: (702) 938-5502 Fax: (702) 938-5454 ken.lambert@jacobs.com





















# What is a State Rail Plan?

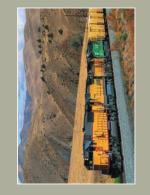
The Nevada Department of Transportation (NDOT) is priorities and strategies to enhance rail service in the state that benefits the public, and serve as the basis for federal and state rail investments within Nevada. preparing a new statewide rail plan. This plan will establish policy for passenger and freight rail, set

accordance with federal requirements so that Nevada The Nevada State Rail Plan will be prepared in is eligible for federal rail funding.











# Why a State Rail Plan?

In order to establish policy and set priorities and strategies,

- a plan must:
- Inventory and evaluate the rail infrastructure;
- Identify, evaluate and prioritize rail issues, needs, opportunities and projects;
- Identify the highest and best use of funding sources; and
- Develop an implementation strategy.

and improves the state's transportation system transportation system connectivity and safety, BENEFIT A state rail plan enhances overall statewide operational efficiency.











## Mission & Vision

## **NDOT Mission Statement**

freight rail transportation stakeholders to develop and provide enhanced rail transportation infrastructure and services that address the transportation The Nevada Department of Transportation will work with passenger and needs of the state and improve the overall quality of life, safety, and environmental/economic sustainability for the citizens of Nevada.

## Passenger Rail Vision

and air transportation, with intermodal connectivity that enhances economic energy-efficient, cost-effective, and reliable alternative choice to auto, bus, passenger rail system that provides the traveling public with an attractive, and environmentally sustainable travel within, to, and through the state. The vision for passenger rail transportation in Nevada is to develop a

## Freight Rail Vision

and expeditiously across the state and is fully integrated with interstate and economically-competitive freight rail system that moves goods efficiently intrastate shipping modes, thereby relieving highway congestion and improving the overall safety and quality of life for the traveling public The vision for freight rail transportation in Nevada is to have an and the citizens of Nevada.











## Goals & Objectives

# Goal #1: Enhance the safety and efficiency of the state's rail transportation

- Work with adjacent states to achieve a regional transportation solution
- Provide enhanced rail system connectivity to other modes of transportation
- Promote congestion relief on the state's rail lines and on its interstate highway
- Enhance rail safety and security, including Positive Train Control (PTC) measures

## Goal #2: Optimize Nevada's rail potential to effectively address social, economic, environmental, and energy effects.

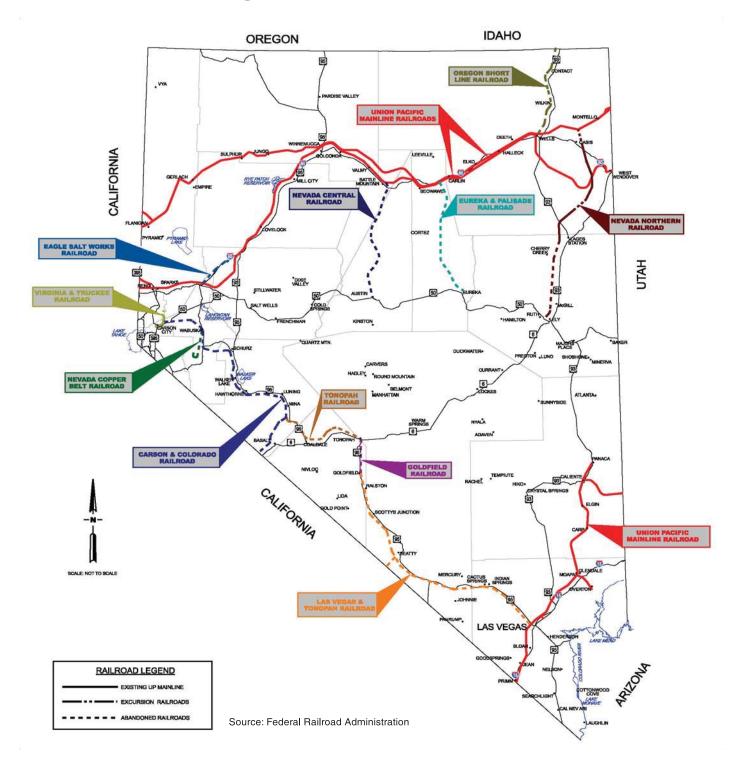
- Plan for high-speed passenger rail services
- Address the potential for trade and economic development
- Realize positive air quality gains and reduce energy consumption with effective passenger and freight rail operations
- Maximize sustainability

### Ø Goal #3: Develop an organizational structure and strategies yielding streamlined process for implementing Nevada's rail transportation improvements

- Identify and prioritize rail infrastructure improvements
- Identify funding strategies for rail improvements
- Prepare an organizational chart and legislative procedures to accomplish rail improvements



### Existing Nevada Rail Map















# State Rail Plan Schedule

	2010 Q4	2011 Q1	2011 Q2	2011 Q3	2011 Q4	2012 Q1
✓ Provide Outreach Program		Round #1		ongoing Rc	Round #2	
A TAC		*		*		
▶ Stakeholders and General Public		(*)			*	
▶ Website		) <u> </u>	0	ongoing refinement	nent	
✓ Define Baseline						
➤ Draft Rail Plan Vision, Goals, and Objectives			ongoing refinement	finement		
➤ Conduct NDOT Rail Organization Self-Assessment						
▶ Inventory and Evaluate State Rail System						
✓ Identify Rail Issues and Opportunities						
✓ Prepare Rail Plan						
➤ Identify Needs and Potential Projects						
➤ Evaluate and Prioritize Projects						
➤ Identify Funding Sources						
▶ Develop Implementation Strategy						
✓ Prepare Draft and Final Report						١

We are here. February 28-March 2, 2011









### How This Plan Involves You

This plan will lead to rail improvements across the state including making at-grade rail crossings safer, eliminating some grade crossing conflicts, improving passenger rail service, and enhancing rail efficiency, resulting in an improved economic environment.

### YOUR OPINION COUNTS!

Provide us your comments and suggestions on rail issues, improvements, and opportunities.



Provide oral comments to transcriber at today's meeting



Complete comment form and return to project representative



Log onto <a href="https://www.nevadadot.com/pub">www.nevadadot.com/pub</a> involvement/



Ken Lambert, Jacobs, (702) 938-5502 Matthew Furedy, NDOT, (775) 888-7353



ken.lambert@jacobs.com mfuredy@dot.state.nv.us





### Welcome

Round 1 – Public Information Meeting for the

Nevada State Rail Plan

Enhancing Rail Infrastructure and Services to Fulfill Nevada's Transportation Needs





### **State Rail Plan Steps**

- Define Nevada vision, goals and objectives
  - To guide actions, programs, and prioritization
  - To provide linkages to state transportation plan
- Inventory and assess Nevada's rail system
  - Inventory rail infrastructure
  - Assess statewide rail performance
  - Identify issues and opportunities
  - Identify current and future needs
- Plan for the future
  - Evaluate NDOT organization and decision process
  - Define funding sources and prioritize investments/projects
  - Develop an implementation plan

NEVADA STATE	_		_			_
Key Rail	Plar	า Tas	ks a	nd Sด	ched	ule
	2010	2011	2011	2011	2011	2012
Key Tasks	4 <sup>th</sup> Q	1 <sup>st</sup> Q	2 <sup>nd</sup> Q	3 <sup>rd</sup> Q	4 <sup>th</sup> Q	1 <sup>st</sup> Q
✓ Provide Outreach Program		Rou	nd #1	on-going —	Round #2	
> TAC		*		*		
> Stakeholders and General Public		*			*	
➤ Website						
✓ Define Baseline						
➤ Draft Rail Plan Vision, Goals, and Objectives			on	going refinement		
➤ Conduct NDOT Rail Organization Self-Assessment						
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➤ Identify Needs and Potential Projects						
➤ Evaluate and Prioritize Projects						
➤ Identify Funding Sources						
➤ Develop Implementation Strategy						
✓ Prepare Draft and Final Report						
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### **NDOT Mission Statement**

NDOT Will Work With Passenger and Freight Rail Transportation Stakeholders:

- To develop and provide enhanced rail transportation infrastructure and services
- That address the transportation needs of the state
- That improve the overall:
  - Quality of life,
  - Safety, and
  - Environmental and economic sustainability
- For the citizens of Nevada



### **Passenger Rail Vision**

### To Develop a Passenger Rail System:

- That provides the traveling public
- With <u>an attractive</u>, <u>energy-efficient</u>, <u>cost-</u>
   <u>effective</u>, <u>and reliable</u> alternative choice
- To auto, bus, and air transportation
- With intermodal connectivity
- That enhances economic and environmentally sustainable travel
- Within, to, and through the state



### **Freight Rail Vision**

### To Have an Economically-competitive Freight Rail System:

- That <u>moves goods efficiently and</u> <u>expeditiously</u> across the state
- That is <u>fully integrated with interstate and</u> <u>intrastate shipping modes</u>
- Thereby relieving highway congestion
- Improving the overall safety and quality of life for the traveling public and the citizens of Nevada



### **Goal #1 and Objectives**

**Enhance the Safety and Efficiency of the State's Rail Transportation System.** 

- Work with adjacent states to achieve a regional transportation solution
- Provide enhanced rail system connectivity to other modes of transportation
- Promote congestion relief on the state's rail lines and on its interstate highway network
- Enhance rail safety and security, including Positive Train Control (PTC) measures



### **Goal #2 and Objectives**

Optimize Nevada's Rail Potential to Effectively Address Social, Economic, Environmental, and Energy Effects.

- Plan for high-speed passenger rail services
- Address the potential for trade and economic development
- Realize positive air quality gains and reduce energy consumption with effective passenger and freight rail operations
- Maximize sustainability



### **Goal #3 and Objectives**

Develop an Organizational Structure and Strategies Yielding a Streamlined Process for Implementing Nevada's Rail Transportation Improvements.

- Identify and prioritize rail infrastructure improvements
- Identify funding strategies for rail improvements
- Prepare an organizational chart and legislative procedures to accomplish rail improvements



### Thank You!



Provide oral comments to transcriber at today's meeting



Complete comment form and return to project representative



Log onto www.nvrailplan.com or www.nevadadot.com/pub\_involvement/



Ken Lambert, Jacobs, (702) 938-5502 and Matthew Furedy, NDOT, (775) 888-7353



ken.lambert@jacobs.com and mfuredy@dot.state.nv.us

Comments will be accepted until 5 p.m. Friday, March 18, 2011.





### **Nevada State Rail Plan Public Information Meeting**

### Monday, February 28, 2011, 4:00 PM to 7:00 PM

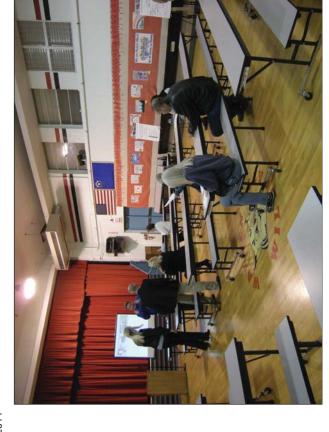


### **COMMENT FORM**

(PLEASE PRINT)

	COMMENT FORM
1.	Provide any comments that you have on the Nevada <b>Passenger</b> Rail Vision Statement:
2.	Provide any comments that you have on the Nevada Freight Rail Vision Statement:
	<u> </u>
3.	Provide any comments that you have on the State Rail Plan Goals and Objectives:
	Trovide any comments that you have on the state run I run Good and Conjectives.
4.	Identify any <u>rail issues or opportunities</u> (rail line shortcomings) that the study should consider.
••	run in shorteonings, that the study should consider.
5	What ideas do you have for <u>rail line improvements</u> ?
٥.	That ideas do you have for the improvements.
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	Over

6.	What <b>type of service or amenities</b> would entice you to cities?	o use passenger rail to or from major Nevada
_		
7.	Please make any additional comments below:	
	receive information and updates on this project, please	provide us with your contact information
	ow. me:	
	dress:	
	one:	
	ail:	
	Thank you!	
	Please place the completed form in the box marked "C	Comments," or submit them via the web at
	www.nvrailplan.com or www.nevadad	ot.com/pub_involvement/
	For more information	ı. contact:
	Matthew Furedy, Project Manager (NDOT)	Ken Lambert, Project Manager (Jacobs)
	Phone: (775) 888-7353	Phone: (702) 938-5502
	Fax: (775) 888-7207	Fax: (702) 938-5454
	mfuredy@dot.state.nv.us	ken.lambert@jacobs.com
	Comments will be accepted until 5 p.m	. Friday, March 18, 2011.



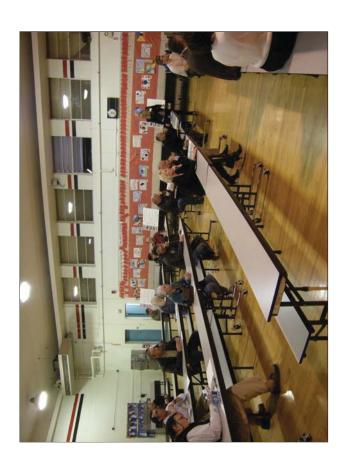














### Nevada State Rail Plan Public Information Meeting

# Monday, February 28, 2011, 4:00 PM to 7:00 PM



## SIGN-IN SHEET

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<u> </u>

Name	Organization	Address	Phone	Email
MATTHEW FOREDY	Noor	1263 S. STEWART ST. CARSONCIA	775-888-7353	5. STEWART ST. CARSONCITY 775-888-7353 mforedy add st-st-te.nv. 05
JulieMoxey	TOCOU	N II	177-388-277	175-886-7171 moxcarebatateria
Michello Booth	500	123 8. Washington Las Vegay 702-385-65001 mboothe clot. state. www. 500	v 722-385-6500	mboothe clot stake us sou
LABBU KENT		9116 ALPINE GROVE #102	762 396 439C	ALPINE CROVE CLIDZ 702 396 4395 EAGLESAILING DURINET
Pavin Maryan	KICG HEENMANS	1858 TATTER STAIL FAG ST	245-8690	Rendalas Olpes
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Advian Bartholomeys2		795062. A.A.M. MGO RD. 1139		
Banka Nechet.	242 M HILL	24 PS Village View	702-953-1274	
Songer Ruther	(Jacobs	319 E Wern Springs Steed 702-938-5464 Songa-ruffine eistes on	5 702-938-5464	Senja ruffine jaists on
Clary May	3HS		702-284.5400	702-284-5400 Mmayer & SHG-increan
RAY HERWELY	FARRONS	6795 Elmand St. LV, NV 81118	702-831 701	Ennaid St. W. NV BILB 102, 789-2025 Frymond, Henry @Parisms, con
Pagas Lenkins		312 Vandalia St L.V NV 89106		
JO PHLEN	SWAW.	8420 SCHARRON LUSGUS 122 8370244 NEVADARATION	702 8370244	NEVADA:RATION
Rules Aradd	Grandens	2620 Readla Dr. Swite 103 72-370-7068	73-570-7068	
Stephen Smith	LU CURNINGE"	- 1	702-292-7183	702-292-7283 SUMETISZOVAHOOLOM
NELSON STONE	TYLLU	901 CREEK VALLEY # 200	702-760-33-17	CREEK VALLEY # 200 702-990-3347 NEUSON. STONE COTHUNG.

### **WEVADA**

### Nevada State Rail Plan Public Information Meeting



Monday, February 28, 2011, 4:00 PM to 7:00 PM

## SIGN-IN SHEET

Name	Organization	Address	Phone	Email
deray Lynn Kern		48 VIU Pandiso St. Handerson 775 721 8709		avay Kon@hotma. I don
SCAN EVANS		43 VIA PATLADISS ST HENDERSON NW 558.6344 OCEAN 5540 pmil. com	250.634 NV 558.634	Yocean 554@ junil.com
AR19 (8)44	Naw - Can	417 P. COUNTY ON MY COURS COUR- 3331	1645-2731	SOUTH CINCLING UPBOKE COM
DANGE FISHER	New Lon		3 A	
A. A. W. W. A. W. C. M.	\	1800 Starling H. C.	73/6383	731-6383 ibundertoeax.net
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The Divier		Churchill Ave.		
_1	SPEET PAIN COMMISSIONS	TRINES CT. 89117	702-232-8049	701-132-3099 richan. Dendrale
Shawn Heamon		by 14 Jours Azao	722-365-95/2	722-365-9512 Shawne Luchson. com
MARCIA LOZON		2229 DE OSMA ST 89102 702-403-7643 lozon/td@embarg Mail-com	702-403-7643	lozon tolo embara mallocom
RANDY FUT	170	333 N. Zanda Or 229-2176 A.H2 @lasvegasnevada.pol	7212-522	of. He Dasvegasnevada.po
Rick Susan Ormsted		3139 E. SAHARA RUGOR LV 89104	2020-816-ECC	702-968-0302 olm Ill Bamil. com
Evendun Bussman		11199 Campanite S. 89141		6-2 Francion



### Nevada State Rail Plan Public Information Meeting

# Monday, February 28, 2011, 4:00 PM to 7:00 PM



## SIGN-IN SHEET

	Organization	Address	Phone	Email
James Prodoff		JONES BULD # 891	46 734-5678	muestments Dong planet, com
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			2000	



### **Nevada State Rail Plan Public Information Meeting**

### Monday, February 28, 2011, 4:00 PM to 7:00 PM



### **COMMENT FORM**

	COMMENT FORM
1.	Provide any comments that you have on the Nevada Passenger Rail Vision Statement:
2	Provide any comments that you have on the Nevada Freight Rail Vision Statement:
2.	Provide any comments that you have on the Nevada Freight Ran Vision Statement.
3	Provide any comments that you have on the State Rail Plan Goals and Objectives:
٥.	Trovido uny commonis mai you navo on me oran ram a ana a
4	Identify any rail issues or opportunities (rail line shortcomings) that the study should consider.
т.	DON'T MAKE THE PASSENGER RAIL SHARE ANYTHING
	WITH FRETGHT. IT NEEDS TO BE TOTALLY SEPARATE
	EVEN IF IT RUNS PARACLEL.
t	VEN IF II ROWS PARACLEC.
5.	What ideas do you have for rail line improvements?
	I WOULD LIKE TO SEE HAZARDOUS MATERIALS
	NUERTER AWAY FROM ANY POPULATED AREAS
	PERITE THIS MIGHT BE DIFFICULT BUT THE
}	EUN AWAY CHLORINE TANKER A FEW YEARS AGO
2	COULD HAVE BEEN H HOPE DISHOLOR
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6. To what destinations would you travel from Nevada cities using passenger rail?

PHOENIX, LA, SALT LAKE CITY, RENO / TAHOE | CARSON CITY

7. What type of service or amenities would entice you to use passenger rail to or from Nevada cities?

CONVIENCE TO DOWNTOWN IN CITIES MENTIONEN ABOUE. DON'T DUMP ME SOMEWHERE THAT I WEED TO RENT A CAR TO GET WHERE IREALLY WANT TO BE. 1. E. VICTORVILLE

8. Please make any additional comments below:

SEE ADDITIONAL SHEET I COMMENTED ON IN THE BOX.

To receive information and updates on this project, please provide us with your contact information below.

Name: MARCIA L020N

ZZZ9 DE OSMA Address: ST

702) 403-7643 Phone:

lozon Itd@ embargmail: com Email:

### Thank you!

Please place the completed form in the box marked "Comments," or submit them via the web at www.nvrailplan.com or www.nevadadot.com/pub involvement/

### For more information, contact:

Matthew Furedy, Project Manager (NDOT)

Phone: (775) 888-7353

Fax: (775) 888-7207

mfuredy@dot.state.nv.us

Ken Lambert, Project Manager (Jacobs)

Phone: (702) 938-5502 Fax: (702) 938-5454

ken.lambert@jacobs.com

Comments will be accepted until 5 p.m. Friday, March 18, 2011.



### **Nevada State Rail Plan Public Information Meeting**

### Monday, February 28, 2011, 4:00 PM to 7:00 PM



### **COMMENT FORM**

	COMMENT FORM
1.	Provide any comments that you have on the Nevada Passenger Rail Vision Statement:
2	Provide any comments that you have on the Neyeda Freight Dail Vision Statement:
۷.	Provide any comments that you have on the Nevada Freight Rail Vision Statement:
-	CAN OTHER GROUPS WORK WITH AND SHARE
	RIGHT OF WAY/TRACKS WITH U.P. R.R. MAYBE
	WE NEED MORE THAN ONE SET OF TRACKS IN
	EACH DIRECTION.
3.	Provide any comments that you have on the State Rail Plan Goals and Objectives:
	The second secon
4.	Identify any <u>rail issues or opportunities</u> (rail line shortcomings) that the study should consider.
5.	What ideas do you have for rail line improvements?
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100	2000
6. To what destinations would you travel from Nevada ci	ities using passenger rail?
F 3771 4 6 9 949 11 1	
7. What type of service or amenities would entice you to	use passenger rail to or from Nevada cities?
8. Please make any additional comments below:	-01-04-04-04-04-04-04-04-04-04-04-04-04-04-
o. I lease make any additional comments below.	
To receive information and updates on this project, please	provide us with your contact information
below.	F
Name: J.D. ALLEN	
NI IIALLI	NV. 89113
Phone: 702 - 837 - 0244	1110.01113
TA SOF SAIT	- THE LEWIS CO.
Email: NEVADARAT @ AOL, COM	250 N 1002
Thank you!	
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Please place the completed form in the how marked "C	Sammants " or submit them vio the such of
Please place the completed form in the box marked "C www.nvrailplan.com or www.nevadad	
www.nvranpian.com or www.nevadad	ot.com/pub_mvorvement/
For more information	a contact:
Matthew Furedy, Project Manager (NDOT)	
Phone: (775) 888-7353	Ken Lambert, Project Manager (Jacobs) Phone: (702) 938-5502
Filolie: (773) 888-7333 Fax: (775) 888-7207	
	Fax: (702) 938-5454
mfuredy@dot.state.nv.us	ken.lambert@jacobs.com
Comments will be accepted until 5 p.m	. Friday, March 18, 2011.

Matthew & Turedy Project Minager Nevada State Rail Blan Nevada Department of Transportation 1263 S Stewart Street Carson City, Devada 89712

Judith H Rifley 5001 Churchill Avenu Las Olegas, Nevada 89107 March 2 nd, 2011

Dear Mr. Furedy:

at your February 28th, 2011 meeting at the Wasden Elementary School in Las Vegas I made several comments, Upon further thought, I would like to alter my request for public disclosure regarding nuclear waste and other deadly materials which may be transported by rail in our State of Newada, While I am an advocate of open government, the safety of the people of Newada must come first. This would however put more of a burden of responsibility on your agency to do the right thing to protect the population.

I worry about accidents, and the rail line in Las Vigas runs through the center of town. Is there some way that an alternative route, away that an alternative route, away from population centers could be from population centers could be built? Hazardous materials of any built? Hazardous materials of any kind should not put us all at risk.

Sincerely, Justith H. Pufley

### BRIAN SANDOVAL Governor

### STATE OF NEVADA

### DEPARTMENT OF TRANSPORTATION

1263 S. Stewart Street
Carson City, Nevada 89712

March 1, 2011

SUSAN MARTINOVICH, P.E., Director

In Reply Refer to:

### WELCOME:

Thank you for attending this meeting concerning the Nevada State Rail Plan. The Nevada Department of Transportation is conducting a planning effort to develop a new statewide rail plan in accordance with federal requirements to be eligible for federal rail funding. This plan will identify enhanced rail transportation infrastructure and services that address the transportation needs of the state and improve the overall quality of life, safety, and environmental and economic sustainability for the citizens of Nevada.

NDOT is conducting an open-house meeting from 4 .m. to 7 p.m. There will be a short presentation regarding the key elements of this study at 5:30 p.m., followed by a short comment period from the audience. As you enter the room, you will notice display boards describing the scope of this planning process. NDOT representatives are present to discuss rail transportation issues throughout the state and to answer your questions. These representatives can be identified with nametags. Please take this opportunity to discuss the plan with them.

During this meeting, as well as any public meeting conducted by NDOT, we are seeking your comments and ideas about future needs for rail transportation in the State of Nevada. There are several methods to present your comments for the public record. Any exhibits you wish to submit as a part of the public record of this study will also be accepted.

<u>First:</u> During the open-house portions of the meeting, you may make an oral statement to the court reporter. Comments you make during the audience comment period following the presentation will also be recorded for the public record.

<u>Second:</u> You may fill out one of the comment forms attached to this handout and deposit it in the comment box or give the completed form to one of the study representatives.

<u>Third:</u> The public meeting record will remain open for two weeks following this meeting. If you would prefer to write a letter or mail your completed comment form and any exhibits, these will become part of the official transcripts of the proceedings if mailed to Nevada State Rail Plan c/o Matthew Furedy, Project Manager, Nevada Department of Transportation, 1263 S. Stewart St., Carson City, NV 89712, and received by 5 p.m. Friday, March 18, 2011.

<u>Fourth</u>: You may e-mail your comments to <u>mfuredy@dot.state.nv.us</u>, Project Manager, NDOT or <u>info@dot.state.nv.us</u>; please reference the Nevada Stare Rail Plan in the subject line. E-mail comments will also be accepted until 5 p.m. Friday, March 18, 2011.

Thank you for attending this informational meeting and for your comments.

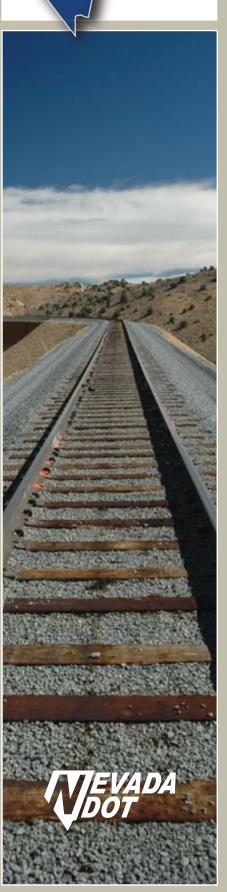
Sincerely.

Julie Ann Maxey

Hearings Officer, NDOT

(O) 4667





### **FACT SHEET**

The Nevada Department of Transportation (NDOT) is preparing a new statewide rail plan. This plan will establish policy for passenger and freight rail, it will set priorities and strategies to enhance rail service in the state that benefits the public, and it will serve as the basis for federal and state investments within Nevada. The Nevada State Rail Plan will be prepared in accordance with federal requirements so that Nevada is eligible for federal rail funding.

### State Rail Plan Mission

NDOT will work with passenger and freight rail transportation stakeholders to develop and provide enhanced rail transportation infrastructure and services that address the transportation needs of the state and improve the overall quality of life, safety, and environmental/economic sustainability for the citizens of Nevada.

### Passenger Rail Vision

The vision for passenger rail transportation in Nevada is to develop a passenger rail system that provides the traveling public with an attractive, energy-efficient, cost-effective, and reliable alternative choice to auto, bus, and air transportation, with intermodal connectivity that enhances economic and environmentally sustainable travel within, to, and through the state.

### Freight Rail Vision

The vision for freight rail transportation in Nevada is to have an economically-competitive freight rail system that moves goods efficiently and expeditiously across the state and is fully integrated with interstate and intrastate shipping modes, thereby relieving highway congestion and improving the overall safety and quality of life for the traveling public and the citizens of Nevada.

### The State Rail Plan will:

- Inventory and evaluate Nevada's rail infrastructure;
- Identify rail issues and opportunities;
- Identify rail needs and potential projects;
- Evaluate and prioritize rail projects;
- Identify the highest and best use of funding sources;
- Assess NDOT's organization, policies, and procedures to develop a streamlined process for NDOT to implement the state rail plan;
- Develop an implementation strategy, which provides a decision-making process as part of a defensible program to take a project from concept to implementation;
- Enhance overall statewide transportation system connectivity and safety;
- Improve the state's transportation system operational efficiency; and
- Be consistent with the strategic highway safety plan.

### State Rail Plan Schedule

The completion of the state rail plan is anticipated for March 2012.

Key Tasks	2010 Q4	2011 Q1	2011 Q2	2011 Q3	2011 Q4	2012 Q1
✓ Provide Outreach Program		Round #	1 on	going Ro	ound #2	
> TAC		*		*		
➤ Stakeholders and General Public		*			*	
➤ Website				ngoing refinen	nent	
✓ Define Baseline						
➤ Draft Rail Plan Vision, Goals, and Objectives			ongoing r	efinement		
➤ Conduct NDOT Rail Organization Self-Assessment						
➤ Inventory and Evaluate State Rail System						
✓ Identify Rail Issues and Opportunities						
✓ Prepare Rail Plan						
➤ Identify Needs and Potential Projects						
➤ Evaluate and Prioritize Projects						
➤ Identify Funding Sources						
➤ Develop Implementation Strategy						
✓ Prepare Draft and Final Report						

### How This Plan Involves You

This plan will lead to rail improvements across the state, including making at-grade rail crossings safer; eliminating some grade crossing conflicts; improving passenger rail service; and enhancing rail efficiency, resulting in an improved economic environment.

The outreach and collaboration process provides adequate and reasonable notice and opportunity for comment and other input by the public, rail carriers, commuter and transit authorities operating in or affected by rail operations within the state, units of local government, and other interested parties in the preparation and review of the plan.



**Contact Information** 



**Matthew Furedy, Project Manager (NDOT)** 

Phone: (775) 888-7353 Fax: (775) 888-7207 mfuredy@dot.state.nv.us

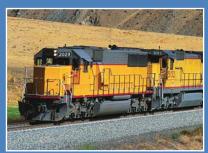
Ken Lambert, Project Manager (Jacobs)

Phone: (702) 938-5502 Fax: (702) 938-5454 ken.lambert@jacobs.com







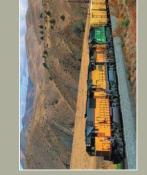














# What is a State Rail Plan?

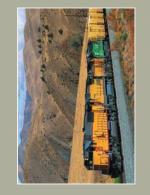
The Nevada Department of Transportation (NDOT) is priorities and strategies to enhance rail service in the state that benefits the public, and serve as the basis for federal and state rail investments within Nevada. preparing a new statewide rail plan. This plan will establish policy for passenger and freight rail, set

accordance with federal requirements so that Nevada The Nevada State Rail Plan will be prepared in is eligible for federal rail funding.











# Why a State Rail Plan?

In order to establish policy and set priorities and strategies,

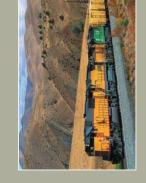
- a plan must:
- Inventory and evaluate the rail infrastructure;
- Identify, evaluate and prioritize rail issues, needs, opportunities and projects;
- Identify the highest and best use of funding sources; and
- Develop an implementation strategy.

and improves the state's transportation system transportation system connectivity and safety, BENEFIT A state rail plan enhances overall statewide operational efficiency.











# Mission & Vision

# **NDOT Mission Statement**

freight rail transportation stakeholders to develop and provide enhanced rail transportation infrastructure and services that address the transportation The Nevada Department of Transportation will work with passenger and needs of the state and improve the overall quality of life, safety, and environmental/economic sustainability for the citizens of Nevada.

# Passenger Rail Vision

and air transportation, with intermodal connectivity that enhances economic energy-efficient, cost-effective, and reliable alternative choice to auto, bus, passenger rail system that provides the traveling public with an attractive, and environmentally sustainable travel within, to, and through the state. The vision for passenger rail transportation in Nevada is to develop a

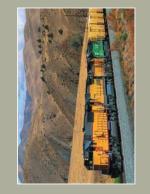
# Freight Rail Vision

and expeditiously across the state and is fully integrated with interstate and economically-competitive freight rail system that moves goods efficiently intrastate shipping modes, thereby relieving highway congestion and improving the overall safety and quality of life for the traveling public The vision for freight rail transportation in Nevada is to have an and the citizens of Nevada.











# Goals & Objectives

# Goal #1: Enhance the safety and efficiency of the state's rail transportation

- Work with adjacent states to achieve a regional transportation solution
- Provide enhanced rail system connectivity to other modes of transportation
- Promote congestion relief on the state's rail lines and on its interstate highway
- Enhance rail safety and security, including Positive Train Control (PTC) measures

# Goal #2: Optimize Nevada's rail potential to effectively address social, economic, environmental, and energy effects.

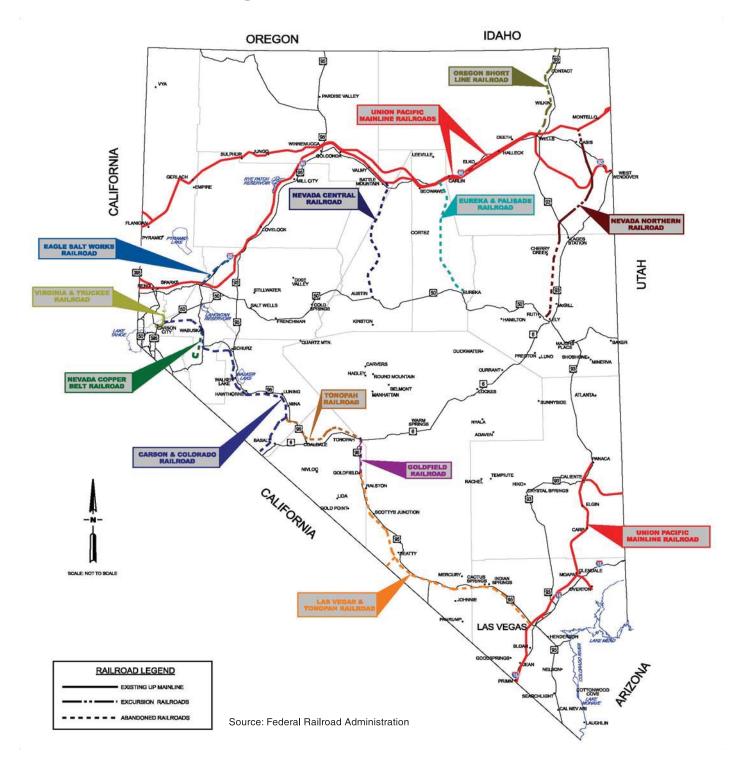
- Plan for high-speed passenger rail services
- Address the potential for trade and economic development
- Realize positive air quality gains and reduce energy consumption with effective passenger and freight rail operations
- Maximize sustainability

# Ø Goal #3: Develop an organizational structure and strategies yielding streamlined process for implementing Nevada's rail transportation improvements

- Identify and prioritize rail infrastructure improvements
- Identify funding strategies for rail improvements
- Prepare an organizational chart and legislative procedures to accomplish rail improvements



### Existing Nevada Rail Map















# State Rail Plan Schedule

	2010 Q4	2011 Q1	2011 Q2	2011 Q3	2011 Q4	2012 Q1
✓ Provide Outreach Program		Round #1		ongoing Rc	Round #2	
A TAC		*		*		
▶ Stakeholders and General Public		(*)			*	
▶ Website		) <u> </u>	0	ongoing refinement	nent	
✓ Define Baseline						
➤ Draft Rail Plan Vision, Goals, and Objectives			ongoing refinement	finement		
➤ Conduct NDOT Rail Organization Self-Assessment						
▶ Inventory and Evaluate State Rail System						
✓ Identify Rail Issues and Opportunities						
✓ Prepare Rail Plan						
➤ Identify Needs and Potential Projects						
➤ Evaluate and Prioritize Projects						
➤ Identify Funding Sources						
▶ Develop Implementation Strategy						
✓ Prepare Draft and Final Report						١

We are here. February 28-March 2, 2011









### How This Plan Involves You

This plan will lead to rail improvements across the state including making at-grade rail crossings safer, eliminating some grade crossing conflicts, improving passenger rail service, and enhancing rail efficiency, resulting in an improved economic environment.

### YOUR OPINION COUNTS!

Provide us your comments and suggestions on rail issues, improvements, and opportunities.



Provide oral comments to transcriber at today's meeting



Complete comment form and return to project representative



Log onto <a href="https://www.nevadadot.com/pub">www.nevadadot.com/pub</a> involvement/



Ken Lambert, Jacobs, (702) 938-5502 Matthew Furedy, NDOT, (775) 888-7353



ken.lambert@jacobs.com mfuredy@dot.state.nv.us





### Welcome

Round 1 – Public Information Meeting for the

Nevada State Rail Plan

Enhancing Rail Infrastructure and Services to Fulfill Nevada's Transportation Needs





### **State Rail Plan Steps**

- Define Nevada vision, goals and objectives
  - To guide actions, programs, and prioritization
  - To provide linkages to state transportation plan
- Inventory and assess Nevada's rail system
  - Inventory rail infrastructure
  - Assess statewide rail performance
  - Identify issues and opportunities
  - Identify current and future needs
- Plan for the future
  - Evaluate NDOT organization and decision process
  - Define funding sources and prioritize investments/projects
  - Develop an implementation plan

NEVADA STATE	_		_			_
Key Rail	Plar	า Tas	ks a	nd Sด	ched	ule
	2010	2011	2011	2011	2011	2012
Key Tasks	4 <sup>th</sup> Q	1 <sup>st</sup> Q	2 <sup>nd</sup> Q	3 <sup>rd</sup> Q	4 <sup>th</sup> Q	1 <sup>st</sup> Q
✓ Provide Outreach Program		Rou	nd #1	on-going —	Round #2	
> TAC		*		*		
> Stakeholders and General Public		*			*	
➤ Website						
✓ Define Baseline						
➤ Draft Rail Plan Vision, Goals, and Objectives			on	going refinement		
➤ Conduct NDOT Rail Organization Self-Assessment						
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➤ Identify Needs and Potential Projects						
➤ Evaluate and Prioritize Projects						
➤ Identify Funding Sources						
➤ Develop Implementation Strategy						
✓ Prepare Draft and Final Report						
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### **NDOT Mission Statement**

NDOT Will Work With Passenger and Freight Rail Transportation Stakeholders:

- To develop and provide enhanced rail transportation infrastructure and services
- That address the transportation needs of the state
- That improve the overall:
  - Quality of life,
  - Safety, and
  - Environmental and economic sustainability
- For the citizens of Nevada



### **Passenger Rail Vision**

### To Develop a Passenger Rail System:

- That provides the traveling public
- With <u>an attractive</u>, <u>energy-efficient</u>, <u>cost-</u> <u>effective</u>, <u>and reliable</u> alternative choice
- To auto, bus, and air transportation
- With intermodal connectivity
- That enhances economic and environmentally sustainable travel
- Within, to, and through the state



### **Freight Rail Vision**

### To Have an Economically-competitive Freight Rail System:

- That <u>moves goods efficiently and</u> <u>expeditiously</u> across the state
- That is <u>fully integrated with interstate and</u> <u>intrastate shipping modes</u>
- Thereby relieving highway congestion
- Improving the overall safety and quality of life for the traveling public and the citizens of Nevada



### **Goal #1 and Objectives**

**Enhance the Safety and Efficiency of the State's Rail Transportation System.** 

- Work with adjacent states to achieve a regional transportation solution
- Provide enhanced rail system connectivity to other modes of transportation
- Promote congestion relief on the state's rail lines and on its interstate highway network
- Enhance rail safety and security, including Positive Train Control (PTC) measures



### **Goal #2 and Objectives**

Optimize Nevada's Rail Potential to Effectively Address Social, Economic, Environmental, and Energy Effects.

- Plan for high-speed passenger rail services
- Address the potential for trade and economic development
- Realize positive air quality gains and reduce energy consumption with effective passenger and freight rail operations
- Maximize sustainability



### **Goal #3 and Objectives**

Develop an Organizational Structure and Strategies Yielding a Streamlined Process for Implementing Nevada's Rail Transportation Improvements.

- Identify and prioritize rail infrastructure improvements
- Identify funding strategies for rail improvements
- Prepare an organizational chart and legislative procedures to accomplish rail improvements



### Thank You!



Provide oral comments to transcriber at today's meeting



Complete comment form and return to project representative



Log onto www.nvrailplan.com or www.nevadadot.com/pub\_involvement/



Ken Lambert, Jacobs, (702) 938-5502 and Matthew Furedy, NDOT, (775) 888-7353



ken.lambert@jacobs.com and mfuredy@dot.state.nv.us

Comments will be accepted until 5 p.m. Friday, March 18, 2011.





### **Nevada State Rail Plan Public Information Meeting**

### Tuesday, March 1, 2011, 4:00 PM to 7:00 PM



### **COMMENT FORM**

	COMMENT FORM
1.	Provide any comments that you have on the Nevada <b>Passenger</b> Rail Vision Statement:
2.	Provide any comments that you have on the Nevada Freight Rail Vision Statement:
	<u> </u>
3.	Provide any comments that you have on the State Rail Plan Goals and Objectives:
	Trovide any comments that you have on the state run I run Good and Conjectives.
4.	Identify any <u>rail issues or opportunities</u> (rail line shortcomings) that the study should consider.
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5	What ideas do you have for <u>rail line improvements</u> ?
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6.	What <b>type of service or amenities</b> would entice you to cities?	o use passenger rail to or from major Nevada			
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7.	Please make any additional comments below:				
	receive information and updates on this project, please	provide us with your contact information			
	ow. me:				
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Thank you!					
Please place the completed form in the box marked "Comments," or submit them via the web at					
	www.nvrailplan.com or www.nevadad	ot.com/pub_involvement/			
	For more information	ı. contact:			
	Matthew Furedy, Project Manager (NDOT)	Ken Lambert, Project Manager (Jacobs)			
	Phone: (775) 888-7353	Phone: (702) 938-5502			
	Fax: (775) 888-7207	Fax: (702) 938-5454			
	mfuredy@dot.state.nv.us	ken.lambert@jacobs.com			
	Comments will be accepted until 5 p.m	. Friday, March 18, 2011.			



### Nevada State Rail Plan Public Information Meeting

# Tuesday, March 1, 2011, 4:00 PM to 7:00 PM



## SIGN-IN SHEET

Name	Organization	Address	Phone	Email
VIEW CRUMLY	Puch	9075 W. DASTO DRIVE 775-720-5492 Verumley @ puc. NV40V	775-720-5492	Venumbey (B) pue. NV 400
KEN (AMBERG	JACOCH	SIG E. WARY CARINGS	70200-3912	702 COLO 3912 KEN, LANGELET CO 3040 155,
BILL KOSKUBA	SELF	2991 HOT 5/0K,264 R.D	603-208-7738	603-208-77 38 B. KOSTEUBA QG MAIL. LOM
LAWRENCE MEKER	HNTB CORP	PO. BOX 1892 CR3722	9961-052-204	702-250-1966 LMeeker ehnts.com.
Jul's Maxers	NOOT	Corson C't-L	1775-388-217	maxe podotino us
TIM ELAMO	Rej May Han	14 2 15 May 68718 B	715-712-8939	20 21 1/2 May program of 115-112.8938 true septement a
(Iniply TiBBS	JACOBS	985 Damonte Ranch Olusy 775, 850, 5180 Cindy, Fibbs@jacobs.com	775, 350, 5100	Cindy, tibbs@jacobs.com
5	ことなって	3760 Benen Alem	775335670	7753356700 rob @ constra. com
Will Crawford	CERC	3>60 Barron Way	(775)8529412	(775) 852-9742 Will @ rmscre.com
Lein Rissell	K	SS	2 (SA) 2727000	exessed of coultres 60-
Harring Landell	Noor	(0263)	(275) 888-1333	(775) 888-7335 1 canobell @ dox. w. u.s
William HOFFWAN	RETILED	1634 SAN Pable De, Remo	275 851-1185	775 851-1185 stade 94@ MSN.com
Long those	RTC	Supro		
A. GOSTA	V	3007 Scursion ( LOVE DR 907 222 1413	907 222-1413	
MICHARD STEARNS	Sort	18134 WICKLE PRWY # 235 ROND		gowasins () gmail, com
KEL BORR	MANJERD CONS	3476 EXPOSITUR PT WA	775 8825430	LACING manhard warm
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# Nevada State Rail Plan Public Information Meeting



Tuesday, March 1, 2011, 4:00 PM to 7:00 PM

## SIGN-IN SHEET

Name	Organization	Address	Phone	Email
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### **VEVADA DOT**

### **Nevada State Rail Plan Public Information Meeting**

Tuesday, March 1, 2011, 4:00 PM to 7:00 PM



### **COMMENT FORM**

(PLEASE PRINT)

**COMMENT FORM** 

1. Provide any comments that you have on the Nevada Passenger Rail Vision Statement:	
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TRANSPOLTATION PLAN (ZDYPS)	
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al PROMITION OF PRISINESSES TO LOCATIONS ALONG NEVADAS	
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6. To what <u>destinations</u> would you travel from Nevada cities using passenger rail?					
Will continue to travel to every state.					
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Name: WILLIAM HOFFMAN Address: 1834 SAN Pablo DR RENO NU.					
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Phone:					
Email:					
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Thank you!					
Please place the completed form in the box marked	d "Comments," or submit them via the web at				
www.nvrailplan.com or www.neva					
For more informa	•				
Matthew Furedy, Project Manager (NDOT)	Ken Lambert, Project Manager (Jacobs)				
Phone: (775) 888-7353	Phone: (702) 938-5502				
Fax: (775) 888-7207 mfuredy@dot.state.nv.us	Fax: (702) 938-5454 ken.lambert@jacobs.com				
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Comments will be accepted until 5 p.m. Friday, March 18, 2011.

## BRIAN SANDOVAL

### STATE OF NEVADA

### DEPARTMENT OF TRANSPORTATION

1263 S. Stewart Street
Carson City, Nevada 89712

March 2. 2011

SUSAN MARTINOVICH, P.E., Director

In Reply Refer to:

### WELCOME:

Thank you for attending this meeting concerning the Nevada State Rail Plan. The Nevada Department of Transportation is conducting a planning effort to develop a new statewide rail plan in accordance with federal requirements to be eligible for federal rail funding. This plan will identify enhanced rail transportation infrastructure and services that address the transportation needs of the state and improve the overall quality of life, safety, and environmental and economic sustainability for the citizens of Nevada.

NDOT is conducting an open-house meeting from 4 .m. to 7 p.m. There will be a short presentation regarding the key elements of this study at 5:30 p.m., followed by a short comment period from the audience. As you enter the room, you will notice display boards describing the scope of this planning process. NDOT representatives are present to discuss rail transportation issues throughout the state and to answer your questions. These representatives can be identified with nametags. Please take this opportunity to discuss the plan with them.

During this meeting, as well as any public meeting conducted by NDOT, we are seeking your comments and ideas about future needs for rail transportation in the State of Nevada. There are several methods to present your comments for the public record. Any exhibits you wish to submit as a part of the public record of this study will also be accepted.

<u>First:</u> During the open-house portions of the meeting, you may make an oral statement to the court reporter. Comments you make during the audience comment period following the presentation will also be recorded for the public record.

<u>Second:</u> You may fill out one of the comment forms attached to this handout and deposit it in the comment box or give the completed form to one of the study representatives.

<u>Third:</u> The public meeting record will remain open for two weeks following this meeting. If you would prefer to write a letter or mail your completed comment form and any exhibits, these will become part of the official transcripts of the proceedings if mailed to Nevada State Rail Plan c/o Matthew Furedy, Project Manager, Nevada Department of Transportation, 1263 S. Stewart St., Carson City, NV 89712, and received by 5 p.m. Friday, March 18, 2011.

<u>Fourth</u>: You may e-mail your comments to <u>mfuredy@dot.state.nv.us</u>, Project Manager, NDOT or <u>info@dot.state.nv.us</u>; please reference the Nevada Stare Rail Plan in the subject line. E-mail comments will also be accepted until 5 p.m. Friday, March 18, 2011.

Thank you for attending this informational meeting and for your comments.

Sincerely.

Julie Ann Maxey

Hearings Officer, NDOT

(NSPO Rev. 12-10) (O) 4667





### **FACT SHEET**

The Nevada Department of Transportation (NDOT) is preparing a new statewide rail plan. This plan will establish policy for passenger and freight rail, it will set priorities and strategies to enhance rail service in the state that benefits the public, and it will serve as the basis for federal and state investments within Nevada. The Nevada State Rail Plan will be prepared in accordance with federal requirements so that Nevada is eligible for federal rail funding.

### State Rail Plan Mission

NDOT will work with passenger and freight rail transportation stakeholders to develop and provide enhanced rail transportation infrastructure and services that address the transportation needs of the state and improve the overall quality of life, safety, and environmental/economic sustainability for the citizens of Nevada.

### Passenger Rail Vision

The vision for passenger rail transportation in Nevada is to develop a passenger rail system that provides the traveling public with an attractive, energy-efficient, cost-effective, and reliable alternative choice to auto, bus, and air transportation, with intermodal connectivity that enhances economic and environmentally sustainable travel within, to, and through the state.

### Freight Rail Vision

The vision for freight rail transportation in Nevada is to have an economically-competitive freight rail system that moves goods efficiently and expeditiously across the state and is fully integrated with interstate and intrastate shipping modes, thereby relieving highway congestion and improving the overall safety and quality of life for the traveling public and the citizens of Nevada.

### The State Rail Plan will:

- Inventory and evaluate Nevada's rail infrastructure;
- Identify rail issues and opportunities;
- Identify rail needs and potential projects;
- Evaluate and prioritize rail projects;
- Identify the highest and best use of funding sources;
- Assess NDOT's organization, policies, and procedures to develop a streamlined process for NDOT to implement the state rail plan;
- Develop an implementation strategy, which provides a decision-making process as part of a defensible program to take a project from concept to implementation;
- Enhance overall statewide transportation system connectivity and safety;
- Improve the state's transportation system operational efficiency; and
- Be consistent with the strategic highway safety plan.

### State Rail Plan Schedule

The completion of the state rail plan is anticipated for March 2012.

Key Tasks	2010 Q4	2011 Q1	2011 Q2	2011 Q3	2011 Q4	2012 Q1
✓ Provide Outreach Program		Round #	1on	going Ro	ound #2	
> TAC		*		*		
➤ Stakeholders and General Public		*			*	
➤ Website				ngoing refinen	nent	
✓ Define Baseline						
➤ Draft Rail Plan Vision, Goals, and Objectives			ongoing r	efinement		
➤ Conduct NDOT Rail Organization Self-Assessment						
➤ Inventory and Evaluate State Rail System						
✓ Identify Rail Issues and Opportunities						
✓ Prepare Rail Plan						
➤ Identify Needs and Potential Projects						
➤ Evaluate and Prioritize Projects						
➤ Identify Funding Sources						
➤ Develop Implementation Strategy						
✓ Prepare Draft and Final Report						

### How This Plan Involves You

This plan will lead to rail improvements across the state, including making at-grade rail crossings safer; eliminating some grade crossing conflicts; improving passenger rail service; and enhancing rail efficiency, resulting in an improved economic environment.

The outreach and collaboration process provides adequate and reasonable notice and opportunity for comment and other input by the public, rail carriers, commuter and transit authorities operating in or affected by rail operations within the state, units of local government, and other interested parties in the preparation and review of the plan.



**Contact Information** 



**Matthew Furedy, Project Manager (NDOT)** 

Phone: (775) 888-7353 Fax: (775) 888-7207 mfuredy@dot.state.nv.us

Ken Lambert, Project Manager (Jacobs)

Phone: (702) 938-5502 Fax: (702) 938-5454 ken.lambert@jacobs.com







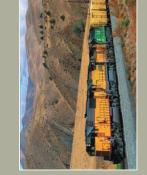














# What is a State Rail Plan?

The Nevada Department of Transportation (NDOT) is priorities and strategies to enhance rail service in the state that benefits the public, and serve as the basis for federal and state rail investments within Nevada. preparing a new statewide rail plan. This plan will establish policy for passenger and freight rail, set

accordance with federal requirements so that Nevada The Nevada State Rail Plan will be prepared in is eligible for federal rail funding.











# Why a State Rail Plan?

In order to establish policy and set priorities and strategies, a plan must:

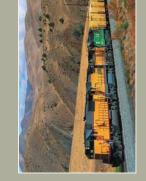
- Inventory and evaluate the rail infrastructure;
- Identify, evaluate and prioritize rail issues, needs, opportunities and projects;
- Identify the highest and best use of funding sources; and
- Develop an implementation strategy.

and improves the state's transportation system transportation system connectivity and safety, BENEFIT A state rail plan enhances overall statewide operational efficiency.











## Mission & Vision

## **NDOT Mission Statement**

freight rail transportation stakeholders to develop and provide enhanced rail transportation infrastructure and services that address the transportation The Nevada Department of Transportation will work with passenger and needs of the state and improve the overall quality of life, safety, and environmental/economic sustainability for the citizens of Nevada.

## Passenger Rail Vision

and air transportation, with intermodal connectivity that enhances economic energy-efficient, cost-effective, and reliable alternative choice to auto, bus, passenger rail system that provides the traveling public with an attractive, and environmentally sustainable travel within, to, and through the state. The vision for passenger rail transportation in Nevada is to develop a

### Freight Rail Vision

and expeditiously across the state and is fully integrated with interstate and economically-competitive freight rail system that moves goods efficiently intrastate shipping modes, thereby relieving highway congestion and improving the overall safety and quality of life for the traveling public The vision for freight rail transportation in Nevada is to have an and the citizens of Nevada.











# Goals & Objectives

# Goal #1: Enhance the safety and efficiency of the state's rail transportation

- Work with adjacent states to achieve a regional transportation solution
- Provide enhanced rail system connectivity to other modes of transportation
- Promote congestion relief on the state's rail lines and on its interstate highway
- Enhance rail safety and security, including Positive Train Control (PTC) measures

## Goal #2: Optimize Nevada's rail potential to effectively address social, economic, environmental, and energy effects.

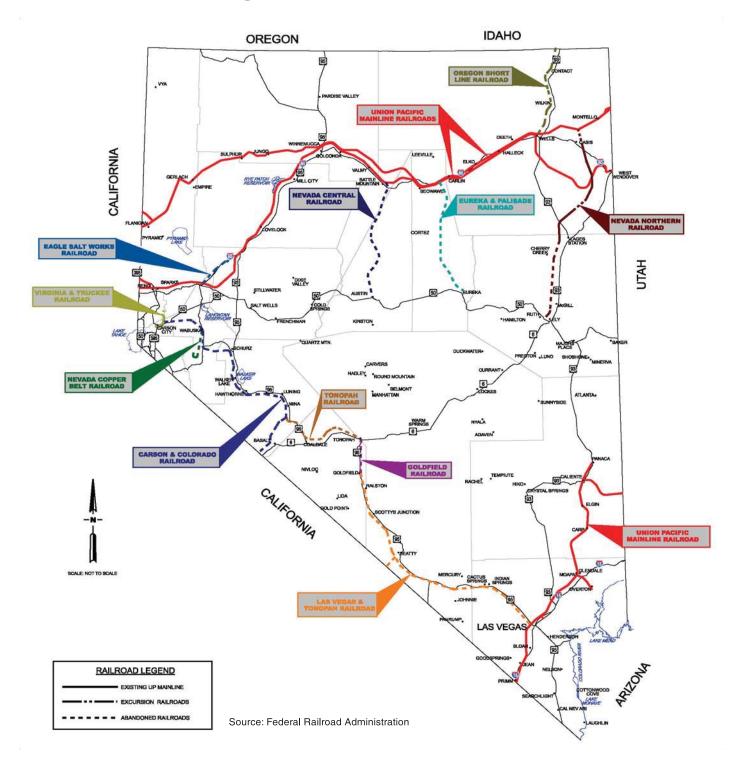
- Plan for high-speed passenger rail services
- Address the potential for trade and economic development
- Realize positive air quality gains and reduce energy consumption with effective passenger and freight rail operations
- Maximize sustainability

### Ø Goal #3: Develop an organizational structure and strategies yielding streamlined process for implementing Nevada's rail transportation improvements

- Identify and prioritize rail infrastructure improvements
- Identify funding strategies for rail improvements
- Prepare an organizational chart and legislative procedures to accomplish rail improvements



### Existing Nevada Rail Map















# State Rail Plan Schedule

Key Tasks	2010 Q4	2011 Q1	2011 Q2	2011 Q3	2011 Q4	2012 Q1
✓ Provide Outreach Program		Round #1		ongoing Rc	Round #2	
TAC TAC		*		*		
▶ Stakeholders and General Public		*			*	
▶ Website			)	ongoing refinement		
✓ Define Baseline						
➤ Draft Rail Plan Vision, Goals, and Objectives			ongoing refinement	efinement		
➤ Conduct NDOT Rail Organization Self-Assessment						
▶ Inventory and Evaluate State Rail System						
✓ Identify Rail Issues and Opportunities						
✓ Prepare Rail Plan						
▶ Identify Needs and Potential Projects						
➤ Evaluate and Prioritize Projects						
▶ Identify Funding Sources						
Develop Implementation Strategy						
✓ Prepare Draft and Final Report						١

We are here. February 28-March 2, 2011









### How This Plan Involves You

This plan will lead to rail improvements across the state including making at-grade rail crossings safer, eliminating some grade crossing conflicts, improving passenger rail service, and enhancing rail efficiency, resulting in an improved economic environment.

### YOUR OPINION COUNTS!

Provide us your comments and suggestions on rail issues, improvements, and opportunities.



Provide oral comments to transcriber at today's meeting



Complete comment form and return to project representative



Log onto <a href="https://www.nevadadot.com/pub">www.nevadadot.com/pub</a> involvement/



Ken Lambert, Jacobs, (702) 938-5502 Matthew Furedy, NDOT, (775) 888-7353



ken.lambert@jacobs.com mfuredy@dot.state.nv.us





### Welcome

Round 1 – Public Information Meeting for the

Nevada State Rail Plan

Enhancing Rail Infrastructure and Services to Fulfill Nevada's Transportation Needs





### **State Rail Plan Steps**

- Define Nevada vision, goals and objectives
  - To guide actions, programs, and prioritization
  - To provide linkages to state transportation plan
- Inventory and assess Nevada's rail system
  - Inventory rail infrastructure
  - Assess statewide rail performance
  - Identify issues and opportunities
  - Identify current and future needs
- Plan for the future
  - Evaluate NDOT organization and decision process
  - Define funding sources and prioritize investments/projects
  - Develop an implementation plan

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Key Rail	Plar	1 Tas	ks a	nd So	ched	ule
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Key Tasks	2010 4 <sup>th</sup> Q	2011 1 <sup>st</sup> Q	2011 2 <sup>nd</sup> Q	2011 3 <sup>rd</sup> Q	2011 4 <sup>th</sup> Q	2012 1 <sup>st</sup> Q
✓ Provide Outreach Program		Rou	nd #1	φn-going — —	Round #2	
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➤ Stakeholders and General Public		*			*	
➤ Website						
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✓ Identify Rail Issues and Opportunities						
√ Prepare Plan						
➤ Identify Needs and Potential Projects						
➤ Evaluate and Prioritize Projects						
➤ Identify Funding Sources						
➤ Develop Implementation Strategy						
✓ Prepare Draft and Final Report						



### **NDOT Mission Statement**

NDOT Will Work With Passenger and Freight Rail Transportation Stakeholders:

- To develop and provide enhanced rail transportation infrastructure and services
- That address the transportation needs of the state
- That improve the overall:
  - Quality of life,
  - Safety, and
  - Environmental and economic sustainability
- For the citizens of Nevada



### **Passenger Rail Vision**

### To Develop a Passenger Rail System:

- That provides the traveling public
- With <u>an attractive</u>, <u>energy-efficient</u>, <u>cost-</u>
   <u>effective</u>, <u>and reliable</u> alternative choice
- To auto, bus, and air transportation
- With intermodal connectivity
- That enhances economic and environmentally sustainable travel
- Within, to, and through the state



### **Freight Rail Vision**

### To Have an Economically-competitive Freight Rail System:

- That <u>moves goods efficiently and</u> <u>expeditiously</u> across the state
- That is <u>fully integrated with interstate and</u> <u>intrastate shipping modes</u>
- Thereby relieving highway congestion
- Improving the overall safety and quality of life for the traveling public and the citizens of Nevada



### **Goal #1 and Objectives**

**Enhance the Safety and Efficiency of the State's Rail Transportation System.** 

- Work with adjacent states to achieve a regional transportation solution
- Provide enhanced rail system connectivity to other modes of transportation
- Promote congestion relief on the state's rail lines and on its interstate highway network
- Enhance rail safety and security, including Positive Train Control (PTC) measures



### **Goal #2 and Objectives**

Optimize Nevada's Rail Potential to Effectively Address Social, Economic, Environmental, and Energy Effects.

- Plan for high-speed passenger rail services
- Address the potential for trade and economic development
- Realize positive air quality gains and reduce energy consumption with effective passenger and freight rail operations
- Maximize sustainability



### **Goal #3 and Objectives**

Develop an Organizational Structure and Strategies Yielding a Streamlined Process for Implementing Nevada's Rail Transportation Improvements.

- Identify and prioritize rail infrastructure improvements
- Identify funding strategies for rail improvements
- Prepare an organizational chart and legislative procedures to accomplish rail improvements



### Thank You!



Provide oral comments to transcriber at today's meeting



Complete comment form and return to project representative



Log onto www.nvrailplan.com or www.nevadadot.com/pub\_involvement/



Ken Lambert, Jacobs, (702) 938-5502 and Matthew Furedy, NDOT, (775) 888-7353



ken.lambert@jacobs.com and mfuredy@dot.state.nv.us

Comments will be accepted until 5 p.m. Friday, March 18, 2011.





### **Nevada State Rail Plan Public Information Meeting**

### Wednesday, March 2, 2011, 4:00 PM to 7:00 PM



### **COMMENT FORM**

(PLEASE PRINT)

	COMMENT FORM
1.	Provide any comments that you have on the Nevada <b>Passenger</b> Rail Vision Statement:
2.	Provide any comments that you have on the Nevada Freight Rail Vision Statement:
3.	Provide any comments that you have on the State Rail Plan Goals and Objectives:
4.	Identify any <u>rail issues or opportunities</u> (rail line shortcomings) that the study should consider.
5.	What ideas do you have for <b>rail line improvements</b> ?
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6.	What <b>type of service or amenities</b> would entice you to cities?	o use passenger rail to or from major Nevada
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7.	Please make any additional comments below:	
	receive information and updates on this project, please	provide us with your contact information
	ow. me:	
	dress:	
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	Thank you!	
	Please place the completed form in the box marked "C	Comments," or submit them via the web at
	www.nvrailplan.com or www.nevadad	ot.com/pub_involvement/
	For more information	ı. contact:
	Matthew Furedy, Project Manager (NDOT)	Ken Lambert, Project Manager (Jacobs)
	Phone: (775) 888-7353	Phone: (702) 938-5502
	Fax: (775) 888-7207	Fax: (702) 938-5454
	mfuredy@dot.state.nv.us	ken.lambert@jacobs.com
	Comments will be accepted until 5 p.m	. Friday, March 18, 2011.

### **JEVADA**

### Nevada State Rail Plan Public Information Meeting

Wednesday, March 2, 2011, 4:00 PM to 7:00 PM



### SIGN-IN SHEET

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### Nevada State Rail Plan Statewide

### **Public Information Meeting**

Monday, February 13, 2012 3:30 to 6:30 p.m. Desert Breeze Community Center 8275 Spring Mountain Road Las Vegas, NV

> Brian Sandoval Governor

Susan Martinovich, P.E. Director

Nevada Department of Transportation 1263 S. Stewart Street Carson City, NV 89712





### STATE OF NEVADA DEPARTMENT OF TRANSPORTATION

1263 S. Stewart Street Carson City, Nevada 89712

BRIAN SANDOVAL Governor

February 13, 2012

SUSAN MARTINOVICH, P.E., *Director*In Reply Refer to:

### WELCOME:

Thank you for attending this meeting concerning the Nevada State Rail Plan. The Nevada Department of Transportation is conducting a planning effort to develop a new statewide rail plan in accordance with federal requirements to be eligible for federal rail funding. This plan will identify enhanced rail transportation infrastructure and services that address the transportation needs of the state and improve the overall quality of life, safety, and environmental and economic sustainability for the citizens of Nevada.

NDOT is conducting an open-house meeting from 3:30 p.m. to 6:30 p.m. There will be a short presentation regarding the key elements of this study at 5:30 p.m., followed by a short comment period from the audience. As you enter the room, you will notice display boards. NDOT representatives are present to discuss the draft rail plan and to answer your questions. These representatives can be identified with nametags. Please take this opportunity to discuss the plan with them.

During this meeting, as well as any public meeting conducted by NDOT, we are seeking your input on rail transportation in the State of Nevada. There are several methods to present your comments for the public record. Any exhibits you wish to submit as a part of the public record of this study will also be accepted.

<u>First:</u> During the open-house portions of the meeting, you may make an oral statement to the court reporter. Comments you make during the audience comment period following the presentation will also be recorded for the public record.

<u>Second:</u> You may fill out one of the comment forms attached to this handout and deposit it in the comment box or give the completed form to one of the study representatives.

<u>Third:</u> The public meeting record will remain open for four weeks following this meeting. If you would prefer to write a letter or mail your completed comment form and any exhibits, these will become part of the official transcripts of the proceedings if mailed to Nevada State Rail Plan c/o Matthew Furedy, Project Manager, Nevada Department of Transportation, 1263 S. Stewart St., Carson City, NV 89712, and received by 5 p.m. Thursday, March 15, 2012.

<u>Fourth</u>: You may e-mail your comments to <u>mfuredy@dot.state.nv.us</u>, Project Manager, NDOT or <u>info@dot.state.nv.us</u>; please reference the Nevada Stare Rail Plan in the subject line. E-mail comments will also be accepted until 5 p.m. Thursday, March 15, 2012.

Thank you for attending this informational meeting and for your comments.

Sincerely,

Julie Ann Maxey Hearings Officer, NDOT



### Second-Round Public Meetings Nevada State Rail Plan

February 2012

Enhancing Rail Infrastructure and Services to Fulfill Nevada's Transportation Needs

All information presented is preliminary and subject to revision.





### **Planning Process**

- Establish rail plan vision and goals
- Evaluate NDOT organization and decision process
- Conduct rail system inventory
- Conduct stakeholder and public outreach
- Identify issues and needs
- Identify discrete projects and priorities
- Identify funding needs and sources
- Develop implementation plan



### Mission and Vision

NDOT Mission: To develop and provide enhanced rail transportation infrastructure and services that address the transportation needs of the state that improve the overall: quality of life, safety, and environmental and economic sustainability for the citizens of Nevada

Passenger Rail Vision: To Develop a Passenger Rail System:
That provides the traveling public with an attractive, energyefficient, cost-effective, and reliable alternative choice to
auto, bus, and air transportation with intermodal connectivity
that enhances economic and environmentally sustainable
travel within, to, and through the state

Freight Rail Vision: To Have an Economically-competitive Freight Rail System: That moves goods efficiently and expeditiously across the state that is fully integrated with interstate and intrastate shipping modes, thereby relieving highway congestion and improving the overall safety and quality of life for the traveling public and the citizens of Nevada



### **Project Goals**

- Enhance the safety and efficiency of the state's rail transportation system
- Optimize Nevada's rail potential to effectively address social, economic, environmental, and energy effects
- Develop an organizational structure and strategies yielding a streamlined process for implementing Nevada's rail transportation improvements



### How did we get here?

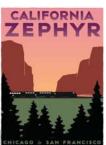
- Developed draft rail plan vision, goals, and objectives
- Conducted two rounds of TAC meetings
  - North & South TAC meetings in January and in December 2011
- Conducted first round of public meetings
  - Three meetings in Spring 2011 (Las Vegas, Reno, Elko)
- Stakeholder Involvement
  - 30 one-on-one meetings with project stakeholders including UPRR, BNSF, Amtrak, WHSRA, ADOT, Caltrans, IDOT, and UDOT
  - 44 returned mailed stakeholders surveys
  - 75 comments from project website



### How did we get here?

- Coordinated with other relevant rail/highway studies
  - I-15 Corridor Long-Range Multimodal study (NDOT)
  - Connecting Nevada (NDOT)
  - North-South multi-state multimodal study (NDOT)
  - Inland Ports (NDOT)
  - Southwest Rail Study (FRA)
- Completed drafts of rail inventory and passenger and freight ail improvements/investments
- Identified issues & opportunities
- Prioritize future projects







### **Types of Projects**

- Passenger Rail
  - Conventional
    - Desert Wind from Salt Lake City to Los Angeles via Las Vegas
    - X Train Las Vegas to Los Angeles
    - 2022 Reno/Tahoe Olympics rail service
  - High Speed
    - DesertXpress
    - Maglev
    - WHSRA long-term Golden Triangle & northern Nevada plus NDOT Multimodal Framework
    - · Multimodal high speed rail terminals



### **Types of Projects**

- Excursion Rail
  - Northern Nevada Railway extension
  - Virginia & Truckee extension
- Freight Rail
  - UPRR future in-state projects (CTC, sidings, crossovers)
  - Upgrade UPRR Donner Pass in California
  - Upgrade Northern Nevada Railroad short line
  - Relocate Fallon transload facility & shorten tracks
  - Add spur lines, sidings, & service
- Rail-Highway Grade Crossings
  - Improve selected grade crossings annually



### Project Evaluation – All Projects

- Step 1: Identify projects based on stakeholder input
- Step 2: Preliminary Project Evaluation—All Projects Table
  - Is further study needed to be able to define and evaluate this concept/project?
  - Does the project have implementation issues constraining its advancement at this time?
  - Is the request a business issue for UPRR or BNSF to address?
  - Does the project warrant advancing to a more detailed evaluation?
- Projects that do not advance to the Evaluation Matrix will be re-evaluated during the next State Rail Plan update.



### Project Evaluation – Advanced Projects

- Step 3: Evaluation Matrix—for Advanced Projects
  - Categorize projects by timeline, public or private business decision, and cost range
  - Score projects based on the Rail Plan's goals and objectives
  - Identify needed approvals (Congress, Amtrak, and UPRR)
  - Consider selection factors
- Step 4: NDOT Recommendations
  - Policy Support
  - Funding Support

			ost inge		hance the safety transportation s		of the			's rail potential :, environmenta		Obje	ject ective ores	Ap	quire prov (s)		
	Private Business Decision	Under \$10 million	\$10 m on to \$100 m on	Objective A: Work with adjacent states to achieve a regional transpor- tation solution	Objective B: Provide enhanced rail system connectivity to other modes of transportation	Objective C: Promote congestion relief on the state's rail lines and on its interstate highway network	Objective D: Enhance rail safety and security, including Positive Train Control (PTC) measures	Objective A: Plan for high-speed passenger rail services	Objective B: Address the potential for trade and economic development	Objective C: Realize positive air quality gains and reduce energy consumption with effective passenger and freight rail operations	Objective D: Maximize sustainability	Total	Average	US Congress	Amtrak	UPRR	Evaluation Factors
A. Passenger Rail																	
A1. Conventional Passer Support X-Train between Los Angeles – Fullerton and Las Vegas	ger Rail Y		1	3	3	3	2	N/A	3	3	3	20	2.9	1	1	1	BNSF and Amtrak approved; UPRR in final negotiation. Project is close to construction and implementation.
12. High Speed Intercity	Passenger	Rail						1									
Support Desert Xpress ervice between Las Vegas nd Victorville, CA	Υ		٠	3	3	3	3	3	3	3	3	24	3.0				Project has environmental clearance with FRA Record of Decision and STB route approval. The project has funding approach and is advancing.
3. Freight Rail																	
Jpgrade the Weso rossover from 20 mph to 50 mph with power witches	Y		-	N/A	N/A	3	3	N/A	3	3	3	15	3.0			1	UPRR Projects
and bank the abandoned Modoc Sub in Washoe County	Υ	1		N/A	N/A	N/A	3	N/A	N/A	N/A	2	5	2.5			1	Abandonment is imminent.
C. Rail-Highway Grade Cr	ossings																
irport Road, Winnemucca	N	7		N/A	2	3	3	N/A	1	2	3	14	2.3			~	Included in the 2011 NDOT Railway- Highway Crossing Report
Serlach, Washoe County	N	1		N/A	2	3	3	N/A	1	2	3	14	2.3			1	Included in the 2011 NDOT Railway- Highway Crossing Report
SR 306, Golden Acres Rd South, Beowawe, NV – Crossing surface	N	1		N/A	2	3	3	N/A	1	2	3	14	2.3	L	Ц	1	Included in the 2011 NDOT Railway- Highway Crossing Report
R 306, Golden Acres Rd lorth, Beowawe, NV	N	1		N/A	2	3	3	N/A	1	2	3	14	2.3			1	Included in the 2011 NDOT Railway- Highway Crossing Report
R 306, Golden Acres Rd outh, Beowawe, NV - ates	N	7		N/A	2	3	3	N/A	1	2	3	14	2.3			~	Included in the 2011 NDOT Railway- Highway Crossing Report
. Excursion Rail								,									
xtend Northern Nevada lailway four miles between fcGill Junction and McGill lepot	?	~		N/A	1	N/A	2	N/A	3	1	3	10	2.0				Nevada economic development/tourism opportunity
Extend the V&T railroad eight miles to the east side of Carson City, plus efurbish equipment & andate stations	?	/		N/A	1	N/A	2	N/A	3	1	3	10	2.0			_	Nevada economic development/tourism opportunity

	IIIIIIIIII	-	Cost	-	s/objectives		•			's rail potential	-		lect		auir	00	
			ange		transportation s		y or trie			c, environmenta		Obje	ctive ores	Ар	quir prov (s)		
roject B	rivate lusiness decision	Under \$10 million	\$10 m on to \$100 m on	Objective A: Work with adjacent states to achieve a regional transpor- tation solution	Objective B: Provide enhanced rail system connectivity to other modes of transportation	Objective C: Promote congestion relief on the state's rail lines and on its interstate highway network	Objective D: Enhance rail safety and security, including Positive Train Control (PTC) measures	Objective Ac Plan for high-speed passenger rail services	Objective B: Address the potential for trade and economic development	Objective C: Realize positive air quality gains and reduce energy consumption with effective passenger and freight rail operations	Objective D: Maximize sustainability	Total	Average	US Congress	Amtrak	UPRR	Evaluation Factors
A. Passenger Rail A1. Conventional Passenger Rail		_	_									_	_	_	_	_	
dd service between Emeryville, sacramento, Salt Lake City, and teno during proposed 2022 llympics	N	·	Ī	3	3	3	2	N/A	3	3	3	20	2.9	~	1	/	Will require Amtrak, UPRR, and multi-state involvement. Project depends on a successful Olympics bid.
2. High Speed Intercity Passenger	r Rail																
support WHSRA long-term proposal or high-speed rail between Denver, salt Lake City, Reno and San rancisco (20-year-plus project)	?			· 3	3	3	3	3	3	3	3	24	3.0				Long-term project subject of FRA's current Southwestern Rai Study. Funding source not identified.
support long-term Southwest Rail solden Triangle high speed service etween Las Vegas, Phoenix and Los ingeles (20-year-plus project)	?		_	× 3	3	3	3	3	3	3	3	24	3.0				Long-term project subject of FRA's current Southwestern Rai Study. Funding source not identified.
dvance multimodal transportation ub at Nevada high-speed intercity assenger rail termini, notably Las legas (20-year-plus project)	N		/	N/A	3	3	N/A	3	3	3	3	18	3.0				Long-term project requiring additional study. Funding source not identified.
fultimodal Framework Study Las legas-Reno (20-year-plus project)	?	Г	٦	3	3	3	3	3	3	3	3	24	3.0		Ц	_	Long-term project subject of NDOT study. Funding source not identified.
3. Freight Rail																	
lorthern and southern Nevada nland Port projects	Υ		~	N/A	3	3	2	N/A	3	3	3	17	2.8			~	Long range state objective.
dvance Phase 2 UPRR Nevada Sub idings – construct Oreanna; onstruct Valery; and extend Massie	Υ		~	N/A	N/A	3	3	N/A	3	3	3	15	3.0			1	UPRR projects.
dd Elko CTC-UPRR Phase 2	Y	П	~	N/A	N/A	3	3	N/A	3	3	3	15	3.0			1	UPRR projects.
deplace second track and upgrade o CTC on Donner Pass in CA			~	3	3	3	3	N/A	3	3	3	21	3.0			1	UPRR project out of state. Could reduce I-80 truck traffic.
upport White Pine (Northern levada Railroad) Shortline	N		1	N/A	3	3	2	N/A	3	3	3	17	2.8				In-state business opportunity.
elocate transload facility and ssociated trackage out of Fallon	Υ	1		N/A	2	2	3	N/A	3	3	3	16	2.7			1	Implementable project needs funding.
. Rail-Highway Grade Crossings																	Included in Project Neon I-15
levada Railroad) Shortline delocate transload facility and associated trackage out of Fallon		<b>~</b>	<		-				_				-			1	Imple



### Recommendation for NDOT Policy Support

- Short Term (0 5 years)
  - X-Train
  - DesertXpress
  - Modoc Sub land-banking
  - UPRR Weso crossover improvements
  - Excursion rail extensions Northern Nevada and V&T
- Mid Term (6 20 years)
  - 2022 Olympics rail service, pending further study
  - Mid-term UPRR siding and CTC improvements, including Donner Pass Phase 2
  - Support White Pine (Northern Nevada RR) Shortline
  - Northern and southern Nevada Inland Ports projects
  - Relocate Fallon transload facility and shorten trackage
- Long Term (20+ years)
  - WHSRA northern Nevada and Golden Triangle initiatives
  - Multimodal HSR transportation hub in Las Vegas area
  - NDOT Multimodal Framework Study



### Recommendation for NDOT Funding Support

- Rail-Highway Grade Crossing Program
  - On-going program
  - Updated annually
  - State led and facilitated; federally-funded with local UPRR match



### Recommendation for NDOT Future Study

- Evaluation of Single-platform Elko Amtrak Station
- 2022 Olympics
- Las Vegas Multimodal Terminal at Ivanpah





### **Next Steps**

- Incorporate comments from the public, TAC, FRA, and NDOT
- Finalize State Rail Plan by the end of March
- Secure FRA plan acceptance
- Secure State Transportation Board approval



### For More Information

Rail Plan Comments/Questions: Mike McCarley, Jacobs, (702) 938-5570 Mike.McCarley@jacobs.com

NDOT Comments/Questions: Matthew Furedy, NDOT, (775) 888-7353 mfuredy@dot.state.nv.us

Comments by March 15, 2012





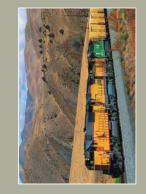
### **List of Acronyms**

- ADOT Arizona Department of Transportation
- BNSF Burlington Northern Santa Fe Railway
- CTC Centralized Traffic Control
- FRA Federal Railroad Administration
- HSR High Speed Rail
- IDOT Idaho Department of Transportation
- NDOT Nevada Department of Transportation
- TAC Technical Advisory Committee
- UDOT Utah Department of Transportation
- UPRR Union Pacific Railroad
- V&T Virginia & Truckee Railway
- WHSRA Western High Speed Rail Alliance











# Passenger & Excursion Rail Projects

Project	Selection Factors	Further Study Needed	Implemen- tation Issues	Contact UPRR Directly	Advance to Evaluation Matrix
Conventional Passenger Rail					
Add passenger/commuter service in Reno, Sparks, Femley, and Fallon	Commuter service on the main line would necessitate costly capital improvements to meet capacity requirements. Study needed to determine demand for service and to evaluate building new parallel track.	>			
2. Add north-south passenger rail service between Reno and Las Vegas	A study needs to be commissioned to determine the demand for service.	>			
3. Add commuter service between Carson City and Reno	A study needs to be commissioned to determine the demand for service.	>			
4. Add sleeping cars and second daily train to CA Zephyr between Reno and Emeryville, CA	Amitrak has studied and decided to defer implementation because of funding and equipment issues, which will require multi-state congressional coordination / funding.		>		
5. Support X-Train between Los Angeles-Fullerton and Las Vegas	BNSF and Amtrak approved; UPRR in final negotiation. Project is close to construction and implementation.				>
6. Restore Desert Wind service between Salt Lake City, Las Vegas and Los Anneles	Recommended in Amtrak PRIIA report. Needs funding.		>		
se between Emeryville, Sacramento, Salt Lake City, and Reno sed 2022 Olympics	Project concept is being considered as part of a potential Olympics bid, which has strong support.				>
ey, Lovelock, Wells, or W. Wendover	Requires Amtrak benefit/cost evaluation and UPRR capacity analysis. Local support needed.	>			
9. Address passenger constraints at Elko CA Zephyr Amtrak station	Will require further study and coordination with Amtrak and UPRR.	>			
10. Operate passenger rail service on Feather River between Reno and Sacramento in lieu of Thruway Bus	This rail route has a longer travel time than I-80 bus service and would necessitate significant capacity improvements. Also, Amtrak is disinclined to operate on this route.		>		
<ol> <li>Add commuter service between Boulder City/Henderson and Las Vegas</li> </ol>	General public strongly opposed in previous study, bus service now being pursued.		<i>/</i>		
d subway service in Las Vegas	Not an intercity passenger rall service to be addressed in the State Rail Plan.		>		
High Speed Intercity Passenger Rail					
<ol> <li>Accommodate DesertXpress service between Las Vegas and Victorville, CA</li> </ol>	Project is currently advancing, has gained environmental and STB approvals, and has financial backing.				>
Accommodate California-Nevada Interstate Maglev between Las Vegas and Anaheim, CA	Project is very costly, needs right-of-way in California, and funding is not secured. Project has not progressed to a level of detail to gain political secured. Programment of programments of the programment of the program		<b>&gt;</b>		
rail between Denver,	Project is currently being studied as part of FRA Southwest Rail Study.				>
den Triangle high speed service	Project is currently being studied as part of FRA Southwest Rail Study.				>
h-speed intercity passenger	This project concept needs to be advanced as part of developing high speed rall service to define an effective solution.				>
ice between Boise, Elko and Las Vegas	A study needs to be commissioned to determine the demand for service and where such a high speed rail line would be built.	>			
7. Advance NDOT Multimodal Framework Study	Study just being initiated.				>
Excursion Rail					
1. Add excursion line between Reno and Truckee	Need approval of track owner	>			
<ol><li>Extend Northern Nevada Railway four miles between McGill Junction and McGill Depot</li></ol>	Nevada economic development / tourism opportunity				>
<ol><li>Extend the V&amp;T railroad eight miles to the east side of Carson City, plus refurbish equipment and update stations</li></ol>	of Carson City, plus Nevada economic development / tourism opportunity				>











# Freight Rail & Grade Crossing Projects

Project	Selection Factors	Further Study Needed	Implemen- tation Issues	Contact UPRR Directly	Advance to Evaluation Matrix
Freight Rail					
Relocate Chemical Co. requires 6200ff siding     +1500ft spur	This suggestion should be presented directly to UPRR for a business decision.			>	
e to Yucca Mountain nuclear waste	Would require a change in national and state nuclear storage decisions.		>		
e the Weso crossover from 20 mph to 50 power switches	Project on UPRR list of future improvements.				>
ned Modoc Sub in Washoe	Abandonment is imminent.				>
ince Phase 2 UPRR Nevada Sub sidings - ct Oreanna; construct Valery, and extend Massie	Project on UPRR list of future improvements.				>
6. Add Elko CTC-UPRR Phase 2	Project on UPRR list of future improvements.				>
7. Replace second track and upgrade to CTC on Donner Pass in CA	Project on UPRR list of future improvements.				>
8. Advance White Pine (Northern Nevada Railroad) Shortline	Some rail improvements have been advanced. Portions of the project may be eligible for federal funding.				>
9. Expand or relocate Sparks Yard	The Sparks yard meets UPRR needs and is well located for crew changes. Moving it will require additional study to address UPRR needs/funding.	>			
Northern and Southern Nevada Inland Port     projects	Project is currently being studied.				>
railroad abandoned its property in the center and it needs to be reincorporated back to the	This suggestion should be presented directly to UPRR for a business decision.			>	
mproved sidings and access to main line in sute	This suggestion should be presented directly to UPRR for a business decision.			>	
e spurs in Lovelock	This suggestion should be presented directly to UPRR for a business decision.			>	
Tail-inginway or ade Crossings  1. Airport Road, Winnemucca	Included in 2011 NDOT Railway-Highway Crossing Report				>
2. Gerlach, Washoe County	Included in 2011 NDOT Railway-Highway Crossing Report				>
3. SR 306, Golden Acres Rd South, Beowawe, NV crossing surface	Included in 2011 NDOT Railway-Highway Crossing Report				>
len Acres Rd North, Beowawe, NV	Included in 2011 NDOT Railway-Highway Crossing Report				>
5. SR 306, Golden Acres Rd South, Beowawe, NVgates I	Included in 2011 NDOT Railway-Highway Crossing Report				>
6. Main Street in downtown Fernley	Additional study needed.	>			
7. Nevada Pacific Parkway, Fernley	Additional study needed.	^			
8. Wyoming and Oakey, Las Vegas	Long term project, programmed to be completed by 2030.				>











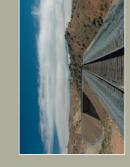
# 5-Year Plan Evaluation Matrix

Criteria Score: 0 - N/A, 1 - minimally addresses goals/objectives, 2 - partially addresses goals/objectives, 3 - fully addresses goals/objectives

		٥ ر	Cost	Goal	1. Enhance the safety and efficiency of the	and efficiency	of the Goa	Goal 2: Opt	timize Nevada's	Goal 2: Optimize Nevada's rail potential to effectively	to effectively	Project	ject	Rec	Requires	
		χ Σ	Kange	state	's rail transportation system	ystem		address so	cial, economic	address social, economic, environmental and energy effects	and energy	Objective Scores	res	App	Approval (s)	
Project	Private Business Decision	Under \$10 million	noillim 001\$ of noillim 01\$	Objective A: Work with adjacent states to achieve a regional transpor- ttranspor- tetion	Objective B: Provide enhanced rail system connectivity to other modes of transportation	Objective C: Promote congestion relief on the state's rail limes and on its interstate highway network	Objective D: Enhance rail safety and security, including Positive Train Control (PTC) measures	Objective A: Plan for high-speed passenger rail services	Objective B: Address the potential for trade and economic development	Objective C: Realize positive air quality gains and reduce energy consumption with effective passenger and frelight rail operations	Objective D: Maximize sustainability	Total	Ауегаде	Seargno) SU	Amtrak aggi	∪РР.R. Evaluation Factors
A. Passenger Rail																
A1. Conventional Passen	enger Rail															
Support X-Train between Los Angeles – Fullerton and Las Vegas	<b>\</b>		>	м	т	ю	2	N/A	ю	е	ю	20	2.9	>	` <u>`</u>	BNSF and Amtrak approved; UPRR in final negotiation. Project is close to construction and implementation.
A2. High Speed Intercity Passenger Rai	Passenger	Rail														
Support Desert Xpress service between Las Vegas and Victorville, CA	<b>*</b>		<b>-</b> `	м >	м	ю	ю	ю	ю	е	е	24	3.0			Project has environmental clearance with FRA Record of Decision and STB route approval. The project has funding approach and is advancing.
B. Freight Rail																
Upgrade the Weso crossover from 20 mph to 50 mph with power switches	>		>	N/A	N/A	m	m	N/A	m	m	т	15	3.0		,	UPRR Projects
Land bank the abandoned Modoc Sub in Washoe County	>-	>		N/A	N/A	N/A	е	N/A	N/A	N/A	2	Ŋ	2.5		,	✓ Abandonment is imminent.
C. Rail-Highway Grade Crossings	ossings															
Airport Road, Winnemucca	z	>		N/A	7	ო	т	N/A	1	2	м	14	2.3		*	Included in the 2011 NDOT Railway-Highway Crossing Report
Gerlach, Washoe County	Z	>		N/A	2	ю	8	W/N	1	2	8	14	2.3		,	Included in the 2011 NDOT Railway-Highway Crossing Report
SR 306, Golden Acres Rd South, Beowawe, NV – Crossing surface	Z	>		N/A	2	m	ю	V/N	1	2	ю	14	2.3		,	Included in the 2011 NDOT Railway-Highway Crossing Report
SR 306, Golden Acres Rd North, Beowawe, NV	z	>	<del>                                     </del>	N/A	2	ю	е	N/A	1	2	ю	14	2.3		,	Included in the 2011 NDOT Railway-Highway Crossing Report
SR 306, Golden Acres Rd South, Beowawe, NV – gates	Z	>		N/A	7	m	м	N/A	₽	2	м	14	2.3		*	Included in the 2011 NDOT Railway-Highway Crossing Report
D. Excursion Rail																
Extend Northern Nevada Railway four miles between McGill Junction and McGill Depot	خ	>		N/A	1	N/A	2	N/A	ю	1	е	10	2.0			Nevada economic development/tourism opportunity
Extend the V&T railroad eight miles to the east side of Carson City, plus refurbish equipment & update stations	¢.	>		N/A	⊣	N/A	2	N/A	м	∀	ю	10	2.0			Nevada economic development/tourism opportunity
														l	l	











# 6 to 20-Plus-Year Plan Evaluation Matrix

Criteria Score: 0 - N/A, 1 - minimally addresses goals/objectives, 2 - partially addresses goals/objectives, 3 - fully addresses goals/objectives

		œ.	Cost Range		Goal 1. Enhance the safety and efficiency of the state's rail transportation system	and efficiency stem	of the	Goal 2: Opti address soc effects	mize Nevada' ial, economic	Goal 2: Optimize Nevada's rail potential to effectively address social, economic, environmental and energy effects	o effectively and energy	Project Objective Scores	ect ctive res	Req App	Requires Approval (s)	
	Private Business	der \$10 million	noillim 001\$ of noillim 0	Objective A: Work with adjacent states to achieve a cegional transpor- transpor-	Objective B: Provide enhanced rail system connectivity to other modes of	Objective C: Promote congestion relief on the state's rail lines and on its interstate	Objective D: Enhance rail safety and security, including Positive Train Control	Objective A: Plan for high-speed passenger rail	Objective B: Address the potential for trade and economic	Objective C: Realize positive air quality gains and reduce energy with effective passenger and freight rail	Objective D: Maximize	ls:	913දි6	Congress	тизк ВВ	
Project	Decision	_	)T\$	Solution	transportation	network	measures	services	development	operations	sustainability	toT	θνΑ			Evaluation Factors
A. Passenger Rail																
A1. Conventional Passenger Rail																
Add service between Emeryville, Sacramento, Salt Lake City, and Reno during proposed 2022 Olympics	z	>		м	м	ю	2	N/A	ю	ю	ю	20	2.9	>	>	Will require Amtrak, UPRR, and multi-state involvement. Project depends on a successful Olympics bid.
A2. High Speed Intercity Passeng	er Rail															
Support WHSRA long-term proposal for high-speed rail between Denver, Salt Lake City, Reno and San Francisco (20-year-plus project)	<i>د</i> -			ю	ю	е	ю	ю	е	е	е	24	3.0			Long-term project subject of FRA's current Southwestern Rail Study, Funding source not identified.
Support long-term Southwest Rail Golden Triangle high speed service between Las Vegas, Phoenix and Los Angeles (20-year-plus project)	<i>د</i>			ю	ო	ю	ю	m	ю	ю	ю	24	3.0			Long-term project subject of FRA's current Southwestern Rail Study. Funding source not identified.
Advance multimodal transportation hub at Nevada high-speed intercity passenger rail termini, notably Las Vegas (20-year-plus project)	z		>	N A	м	ю	N/A	м	ю	ю	ю	18	3.0			Long-term project requiring additional study. Funding source not identified.
Multimodal Framework Study Las Vegas-Reno (20-year-plus project)	<i>ر.</i>			m >	m	м	м	m	т	ю	ю	24	3.0			Long-term project subject of NDOT study. Funding source not identified.
B. Freight Rail																
Northern and southern Nevada Inland Port projects	٨		>	N/A	8	3	2	N/A	3	3	3	17	2.8		>	Long range state objective.
Advance Phase 2 UPRR Nevada Sub sidings – construct Oreanna; construct Valery; and extend Massie	>		>	N/A	N/A	м	м	A/N	м	м	м	15	3.0		>	UPRR projects.
Add Elko CTC-UPRR Phase 2	>-		>	N/A	N/A	ю	ო	N/A	က	е	Э	15	3.0	H	>	UPRR projects.
Replace second track and upgrade to CTC on Donner Pass in CA			>	ю	က	8	3	N/A	3	3	3	21	3.0		>	. UPRR project out of state. Could reduce I-80 truck traffic.
Support White Pine (Northern Nevada Railroad) Shortline	z		>	N/A	т	8	2	N/A	ю	е	8	17	2.8			In-state business opportunity.
Relocate transload facility and associated trackage out of Fallon	>	>		N/A	2	2	ю	N/A	т	ю	ю	16	2.7		>	Implementable project needs funding.
C. Rail-Highway Grade Crossings																
Wyoming and Oakey, Las Vegas	z	>		N/A	2	8	2	N/A	1	2	3	14	2.3			Included in Project Neon I-15 Record of Decision
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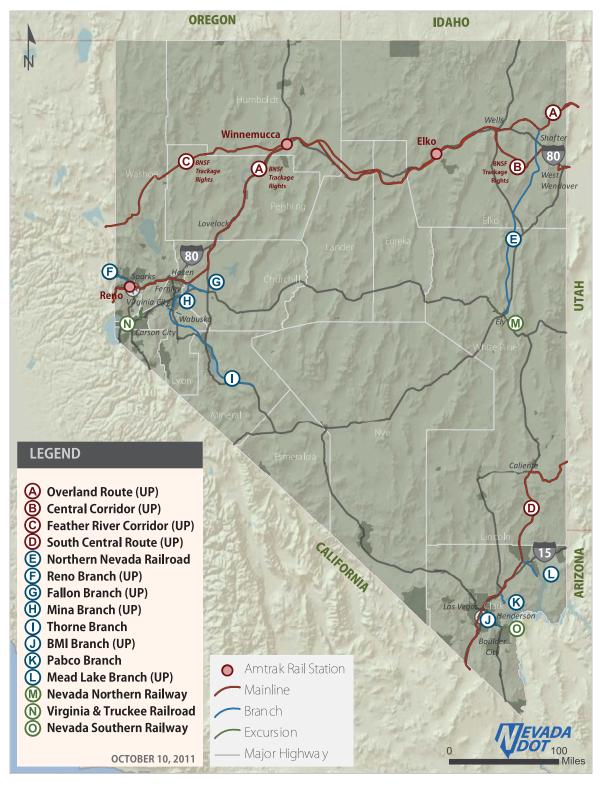








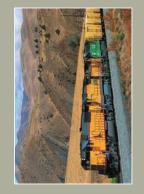
### Nevada Rail Network





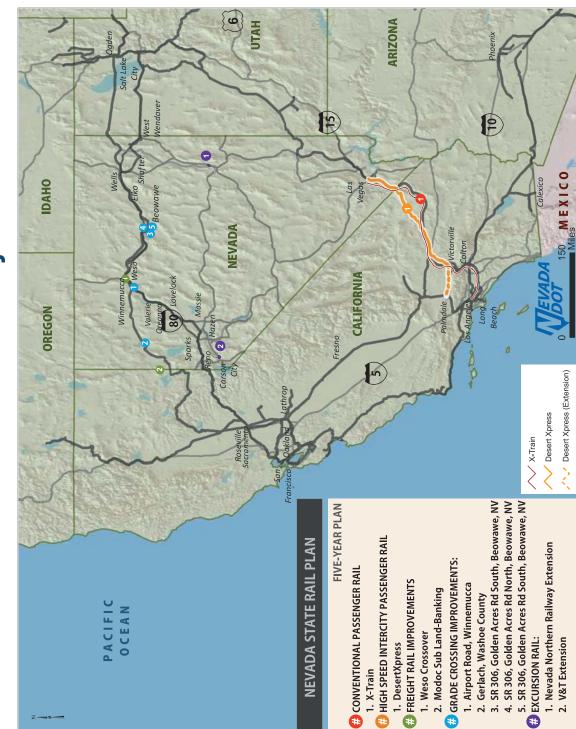








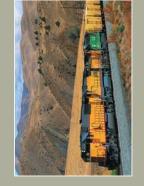
## 5-Year Plan Projects





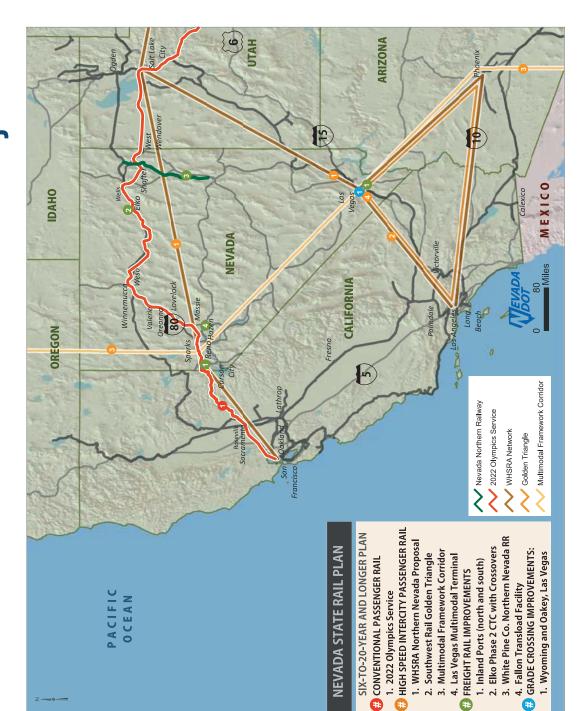








# 6 to 20-Plus-Year Plan Projects





### **Nevada State Rail Plan Public Information Meeting**

### Monday, February 13, 2012, 3:30 PM to 6:30 PM



### **COMMENT FORM**

(PLEASE PRINT)

	COMMENT FORM
1.	What additional projects should appear on the <b>5-Year Plan</b> and why?
2.	What projects should not appear on the <u>5-Year Plan</u> and why?
3.	What additional projects should appear on the 6 to 20-Plus-Year Plan and why?
4.	What projects should not appear on the 6 to 20-Plus-Year Plan and why?
5.	What additional projects should appear on the <b>Recommended Future Studies</b> list and why?
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6. What projects should not appear on the <b>Recommended</b>	<b>l Future Studies</b> list and why?
7. Please make any additional comments below:	
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Contact Information (Optional)	
Name:	
Address:	
Phone:	
Email:	
Thank you!	
Please place the completed form in the box marked "info@dot.state.nv.us, or via US mail to Nevada State Rai Nevada Department of Transportation, 1263 S. S.	l Plan c/o Matthew Furedy, Project Manager,
For more information	ı, contact:
Matthew Furedy, Project Manager (NDOT)	Mike McCarley, Project Manager (Jacobs)
Phone: (775) 888-7353	Phone: (702) 938-5570
Fax: (775) 888-7207	Fax: (702) 938-5454
mfuredy@dot.state.nv.us	mike.mccarley@jacobs.com
Comments will be accepted until 5 p.m.	Thursday, March 15, 2012.



## Nevada State Rail Plan Public Information Meeting



Monday, February 13, 2012, 3:30 PM to 6:30 PM

### SIGN-IN SHEET

(PLEASE PRINT)

Name	Organization	Address	Phone	Email
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	Pollma	2278 Mary Car		
La Carlo	Sulm	Delme 1/		
Ryen Arnold	LVCVA/Skacke	2620 Regalter LV	369-5388	Ayan@Sleanclee.net



## Nevada State Rail Plan Public Information Meeting



Monday, February 13, 2012, 3:30 PM to 6:30 PM

# SIGN-IN SHEET

Name	Organization	Address	Phone	Email
DAVE BUNGE		700 S. MALLARD	818 542 1812	
Julie Moxey	NBOT	Corson City	115-888-211	715-888-7171 maxer colos/5/4/2017
John Thank	Truebos		102-938-5483	102-938-5483 Cnaple Mense lagger
	J.	SDO S. Garano Cartral Pay LV NV	702 YSS 6933	Mesoacke elmercounty ov. 200.
	City of Hembers 240	240 W. Sheet 722-267-3080 cityothondrson.com	702-267-3080	sohn. Denuelas &
Mr. Leslia Winner		11640 Arden Brood And UV 702-242-2289 Les Winner @ Coxinst	702-242-2289	Les Winner Caking
J.D. ALLEN	SWAN	84205, CIMARRON 102-837-0244 NEVADARATO AGLON	4420-837-0244	NEVADARATE AGLOOM
MICHE BARBA	KTRAIN	6650 VIA PLSTI, [# 164 702-481-2343 MBARRON @VEGASXPRESS.COM	1702-481-2343	MBARRAN WLGASXRASS.COM
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Maureen Harami Tengue	LVFR	500 N CADARO CASA	102-229-0303	102-229-0303 M-League Classeggeneral.gov
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Thomas Toward	AZ Bail Supply	4635 Apollo St. Fect Holma AZ889	3146-645-848 M	Apollo St. Fact Holme, A288/16 928-543-9416 arizona rail Supply & Kaboo Com
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Michael Brown	City of Castlegs	Michael Brown City of Lasteges 416 W. 711 Les Vigns 8140 702-729-6444 ABCOUND 10330ges	hhh9-622-20L	Margany Consoder
				NC 406 . 200

### EVADA DOT

## Nevada State Rail Plan Public Information Meeting

# Monday, February 13, 2012, 3:30 PM to 6:30 PM



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Shir Mallale	60	7425 Sherbuck &	702 348 45W	7425 Sherruck & 702 348 456 Som. McClurical garacia
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RICHARD SHENBERGE		7240 Parais AUE, LV, NV 702-361-2903 PCUSTAMPEREAGL COT	702-361-2903	RUSTAMPERETOLOS
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## Nevada State Rail Plan Public Information Meeting

# Monday, February 13, 2012, 3:30 PM to 6:30 PM



# SIGN-IN SHEET

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Port Grace Schmide	del	1648 Pawnee Dr., LV 89169	701-734-1887	
TOM WALLACE	SELK	2179 CRESCENT HEIGHTS BROW		fly tomaso accox.net
Marian	200	32119 El Cam 20 1173	364-1056	Mar but hother 20/ mg
				,

# **WEVADA**

### Nevada State Rail Plan Public Information Meeting





# SIGN-IN SHEET

Email	Michann bandard									
Phone	702-231-8099									
Address	1605 TRINEU DD.									
Organization		Commission								
Name	RICHAMO BENDEN NEWAND SST									



#### Nevada State Rail Plan Public Information Meeting





#### **COMMENT FORM**

ME	COMMENT FORM
1.	What additional projects should appear on the <u>5-Year Plan</u> and why?
2.	What projects should not appear on the <u>5-Year Plan</u> and why?
3.	What additional projects should appear on the 6 to 20-Plus-Year Plan and why?
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4.	What projects should not appear on the 6 to 20-Plus-Year Plan and why?
5.	What additional projects should appear on the <b>Recommended Future Studies</b> list and why?
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	Over

6. What projects should not appear on the <b>Recommende</b>	d Future Studies list and why?
7. Please make any additional comments below:	
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a light appeal train in	ould help ful
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Contact Information (Optional)	
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Address: 4298 Danes Rock	et Mace & V 99198
Phone: 702 498 2819	
Email:	
Thank you!	
Please place the completed form in the box marked 'info@dot.state.nv.us, or via US mail to Nevada State Rail Nevada Department of Transportation, 1263 S. S.	il Plan c/o Matthew Furedy, Project Manager,
For more information	n. contact:
Matthew Furedy, Project Manager (NDOT)	Mike McCarley, Project Manager (Jacobs)
Phone: (775) 888-7353	Phone: (702) 938-5570
Fax: (775) 888-7207 mfuredy@dot.state.nv.us	Fax: (702) 938-5454 mike.mccarley@jacobs.com
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Comments will be accepted until 5 p.m. Thursday, March 15, 2012.



#### **Nevada State Rail Plan Public Information Meeting**

#### Monday, February 13, 2012, 3:30 PM to 6:30 PM



#### **COMMENT FORM**

COMMENT FORM
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2. What projects should not appear on the <u>5-Year Plan</u> and why?
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3. What additional projects should appear on the 6 to 20 Plus-Year Plan and why?
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4. What projects should not appear on the 6 to 20-Plus-Year Plan and why?
5. What additional projects should appear on the <b>Recommended Future Studies</b> list and why?
Over

7. Please make any additional comments below:  Passenger Trains Now Existing are Federally Subsidized. They do Not Part Their Way.  \$6.5 Billion For a Journey of 188 Miles lis Ridiculous To Victorville Yet! Las Vegans were sold a bill of goods with its Monorail. It was to be Printlely Funded, have Thousands of Viders Mer happened. Now bankrupt, Traveled Too short a distance for the Price.  6.5 Million Viders ProJected annually For Desert Contact Information (Optional)  Name: MMC. G. Andress Address: Hold Box/4  Phone: 402/291-00/4  Email: Lagranduero & Molo. Com
Passenger Trains Now Existing are Federally Subsidized. They do Not Pag Their Way.  \$6.5 Billion For a Journey of 188 Miles lis  Ridiculous To Victorville Yet!  Las Vegans were sold a bill of goods with  its Monorail. It was to be Printely  Funded, have Thousands of Viders Meler  happened. Now bankrupt. Traveled Too  short a distance for the Price.  6.5 Million Viders ProJected annually For Desert  Contact Information (Optional)  Name: m/m C. G. Andress  Address: Hold Box/4  Phone: 402/291-0014
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Name: m/m C. G. Andress  Address: HOLL BOXIA  Phone: 402/291-0014
Address: HO62 BOX14  Phone: 402/291-0014
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COBREMANTE & WOOG! (DM)
Thank you!
Please place the completed form in the box marked "Comments," submit them via the web at
info@dot.state.nv.us, or via US mail to Nevada State Rail Plan c/o Matthew Furedy, Project Manager,
Nevada Department of Transportation, 1263 S. Stewart St., Carson City, NV 89712.
For more information, contact:
Matthew Furedy, Project Manager (NDOT)  Mike McCarley, Project Manager (Jacobs)
Phone: (775) 888-7353 Phone: (702) 938-5570 Fax: (775) 888-7207 Fax: (702) 938-5454
mfuredy@dot.state.nv.us mike.mccarley@jacobs.com
Comments will be accepted until 5 p.m. Thursday, March 15, 2012.

#### Thens, Angela S.

From: Ittigson, Andrew

Sent: Wednesday, February 15, 2012 11:04 AM

**To:** Thens, Angela S.; McCarthy, John (St. Louis)

**Subject:** FW: comments - public meeting February 13 Boulder City

Follow Up Flag: Follow up Flag Status: Completed

FYI - Boulder City Extension.

From: rrChuck [rrchuck@cox.net]

Sent: Tuesday, February 14, 2012 5:34 PM

To: info@dot.state.nv.us Cc: Ittigson, Andrew

Subject: comments - public meeting February 13

#### **COMMENT FORM**

#### 1. What additional projects should appear on the 5-year plan:

#### D. Excursion rail

Extend Nevada Southern Railway (Nevada State Railroad Museum) ride by approx. six miles to where the U.P. ownership of the BMI Branch begins (mp 11.9±), opposite the Fiesta Hotel. The track is in place, owned by the City of Henderson and used by Union Pacific. However, the grade crossing is paved over by HWY 95 (mp17.75±), preventing this. A grade separation is planned as part one of Phase I of the Boulder City Bypass. Since most Museum visitors and train riders come from the greater Las Vegas valley, the excursion ride should begin in Henderson, opposite the Fiesta Hotel, and take people to Boulder City. This would necessitate a train platform, shelter, parking lot and run-around track. Vacant land is adequate. This would bring benefit to both Henderson - Boulder City and the Nevada State Railroad Museum besides creating a premier train excursion experience in the Southwest part of the nation.

#### 2. What projects should not appear . . .

Desert Xpress between Las Vegas and Victorville. The only way this could possibly work is if MetroLink extended their runs to Victorville and there was a cross platform transfer. Nice website but it's basically a penny stock scam in my opinion!

#### Personal note . . .

I want to see passenger rail service restored to Las Vegas - soon. Both East and West. The only practical way is to restore Amtrak or private trains run by Amtrak. Whichever one gets here first is fine. Problem is Nevada politicians do not understand rail and are unwilling to provide a subsidy as other States (i.e., California) have done. Waiting another five years or more is unacceptable. We lost Amtrak service in May 1997. I refuse to fly because I will not put up with the TSA, their phony security or their taking away individual liberties.

Thank you. Charles Brandt 4635 W Royal Club Way Las Vegas 89103





#### Nevada State Rail Plan Statewide

#### **Public Information Meeting**

Wednesday, February 15, 2012 3:30 to 6:30 p.m. McKinley Arts & Culture Center 925 Riverside Drive Reno, NV

Brian Sandoval Governor

Susan Martinovich, P.E. Director

Nevada Department of Transportation 1263 S. Stewart Street Carson City, NV 89712





#### STATE OF NEVADA DEPARTMENT OF TRANSPORTATION

1263 S. Stewart Street Carson City, Nevada 89712

BRIAN SANDOVAL Governor

February 15, 2012

SUSAN MARTINOVICH, P.E., *Director*In Reply Refer to:

#### WELCOME:

Thank you for attending this meeting concerning the Nevada State Rail Plan. The Nevada Department of Transportation is conducting a planning effort to develop a new statewide rail plan in accordance with federal requirements to be eligible for federal rail funding. This plan will identify enhanced rail transportation infrastructure and services that address the transportation needs of the state and improve the overall quality of life, safety, and environmental and economic sustainability for the citizens of Nevada.

NDOT is conducting an open-house meeting from 3:30 p.m. to 6:30 p.m. There will be a short presentation regarding the key elements of this study at 5:30 p.m., followed by a short comment period from the audience. As you enter the room, you will notice display boards. NDOT representatives are present to discuss the draft rail plan and to answer your questions. These representatives can be identified with nametags. Please take this opportunity to discuss the plan with them.

During this meeting, as well as any public meeting conducted by NDOT, we are seeking your input on rail transportation in the State of Nevada. There are several methods to present your comments for the public record. Any exhibits you wish to submit as a part of the public record of this study will also be accepted.

<u>First:</u> During the open-house portions of the meeting, you may make an oral statement to the court reporter. Comments you make during the audience comment period following the presentation will also be recorded for the public record.

<u>Second:</u> You may fill out one of the comment forms attached to this handout and deposit it in the comment box or give the completed form to one of the study representatives.

<u>Third:</u> The public meeting record will remain open for four weeks following this meeting. If you would prefer to write a letter or mail your completed comment form and any exhibits, these will become part of the official transcripts of the proceedings if mailed to Nevada State Rail Plan c/o Matthew Furedy, Project Manager, Nevada Department of Transportation, 1263 S. Stewart St., Carson City, NV 89712, and received by 5 p.m. Thursday, March 15, 2012.

<u>Fourth</u>: You may e-mail your comments to <u>mfuredy@dot.state.nv.us</u>, Project Manager, NDOT or <u>info@dot.state.nv.us</u>; please reference the Nevada Stare Rail Plan in the subject line. E-mail comments will also be accepted until 5 p.m. Thursday, March 15, 2012.

Thank you for attending this informational meeting and for your comments.

Sincerely,

Julie Ann Maxey Hearings Officer, NDOT



#### Second-Round Public Meetings Nevada State Rail Plan

February 2012

Enhancing Rail Infrastructure and Services to Fulfill Nevada's Transportation Needs

All information presented is preliminary and subject to revision.





#### **Planning Process**

- Establish rail plan vision and goals
- Evaluate NDOT organization and decision process
- Conduct rail system inventory
- Conduct stakeholder and public outreach
- Identify issues and needs
- Identify discrete projects and priorities
- Identify funding needs and sources
- Develop implementation plan



#### Mission and Vision

NDOT Mission: To develop and provide enhanced rail transportation infrastructure and services that address the transportation needs of the state that improve the overall: quality of life, safety, and environmental and economic sustainability for the citizens of Nevada

Passenger Rail Vision: To Develop a Passenger Rail System:
That provides the traveling public with an attractive, energyefficient, cost-effective, and reliable alternative choice to
auto, bus, and air transportation with intermodal connectivity
that enhances economic and environmentally sustainable
travel within, to, and through the state

Freight Rail Vision: To Have an Economically-competitive Freight Rail System: That moves goods efficiently and expeditiously across the state that is fully integrated with interstate and intrastate shipping modes, thereby relieving highway congestion and improving the overall safety and quality of life for the traveling public and the citizens of Nevada



#### **Project Goals**

- 1. Enhance the safety and efficiency of the state's rail transportation system
- Optimize Nevada's rail potential to effectively address social, economic, environmental, and energy effects
- Develop an organizational structure and strategies yielding a streamlined process for implementing Nevada's rail transportation improvements



#### How did we get here?

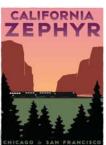
- Developed draft rail plan vision, goals, and objectives
- Conducted two rounds of TAC meetings
  - North & South TAC meetings in January and in December 2011
- Conducted first round of public meetings
  - Three meetings in Spring 2011 (Las Vegas, Reno, Elko)
- Stakeholder Involvement
  - 30 one-on-one meetings with project stakeholders including UPRR, BNSF, Amtrak, WHSRA, ADOT, Caltrans, IDOT, and UDOT
  - 44 returned mailed stakeholders surveys
  - 75 comments from project website



#### How did we get here?

- Coordinated with other relevant rail/highway studies
  - I-15 Corridor Long-Range Multimodal study (NDOT)
  - Connecting Nevada (NDOT)
  - North-South multi-state multimodal study (NDOT)
  - Inland Ports (NDOT)
  - Southwest Rail Study (FRA)
- Completed drafts of rail inventory and passenger and freight ail improvements/investments
- Identified issues & opportunities
- Prioritize future projects







#### **Types of Projects**

- Passenger Rail
  - Conventional
    - Desert Wind from Salt Lake City to Los Angeles via Las Vegas
    - X Train Las Vegas to Los Angeles
    - 2022 Reno/Tahoe Olympics rail service
  - High Speed
    - DesertXpress
    - Maglev
    - WHSRA long-term Golden Triangle & northern Nevada plus NDOT Multimodal Framework
    - · Multimodal high speed rail terminals



#### **Types of Projects**

- Excursion Rail
  - Northern Nevada Railway extension
  - Virginia & Truckee extension
- Freight Rail
  - UPRR future in-state projects (CTC, sidings, crossovers)
  - Upgrade UPRR Donner Pass in California
  - Upgrade Northern Nevada Railroad short line
  - Relocate Fallon transload facility & shorten tracks
  - Add spur lines, sidings, & service
- Rail-Highway Grade Crossings
  - Improve selected grade crossings annually



#### Project Evaluation – All Projects

- Step 1: Identify projects based on stakeholder input
- Step 2: Preliminary Project Evaluation—All Projects Table
  - Is further study needed to be able to define and evaluate this concept/project?
  - Does the project have implementation issues constraining its advancement at this time?
  - Is the request a business issue for UPRR or BNSF to address?
  - Does the project warrant advancing to a more detailed evaluation?
- Projects that do not advance to the Evaluation Matrix will be re-evaluated during the next State Rail Plan update.



#### Project Evaluation – Advanced Projects

- Step 3: Evaluation Matrix—for Advanced Projects
  - Categorize projects by timeline, public or private business decision, and cost range
  - Score projects based on the Rail Plan's goals and objectives
  - Identify needed approvals (Congress, Amtrak, and UPRR)
  - Consider selection factors
- Step 4: NDOT Recommendations
  - Policy Support
  - Funding Support

			ost inge		hance the safety transportation s		of the			's rail potential :, environmenta		Obje	ject ective ores	Ap	quire prov (s)		
	Private Business Decision	Under \$10 million	\$10 m on to \$100 m on	Objective A: Work with adjacent states to achieve a regional transpor- tation solution	Objective B: Provide enhanced rail system connectivity to other modes of transportation	Objective C: Promote congestion relief on the state's rail lines and on its interstate highway network	Objective D: Enhance rail safety and security, including Positive Train Control (PTC) measures	Objective A: Plan for high-speed passenger rail services	Objective B: Address the potential for trade and economic development	Objective C: Realize positive air quality gains and reduce energy consumption with effective passenger and freight rail operations	Objective D: Maximize sustainability	Total	Average	US Congress	Amtrak	UPRR	Evaluation Factors
A. Passenger Rail																	
A1. Conventional Passer Support X-Train between Los Angeles – Fullerton and Las Vegas	ger Rail Y		1	3	3	3	2	N/A	3	3	3	20	2.9	1	1	1	BNSF and Amtrak approved; UPRR in final negotiation. Project is close to construction and implementation.
12. High Speed Intercity	Passenger	Rail						1									
Support Desert Xpress ervice between Las Vegas nd Victorville, CA	Υ		٠	3	3	3	3	3	3	3	3	24	3.0				Project has environmental clearance with FRA Record of Decision and STB route approval. The project has funding approach and is advancing.
3. Freight Rail																	
Jpgrade the Weso rossover from 20 mph to 50 mph with power witches	Y		-	N/A	N/A	3	3	N/A	3	3	3	15	3.0			1	UPRR Projects
and bank the abandoned Modoc Sub in Washoe County	Υ	1		N/A	N/A	N/A	3	N/A	N/A	N/A	2	5	2.5			1	Abandonment is imminent.
C. Rail-Highway Grade Cr	ossings																
irport Road, Winnemucca	N	7		N/A	2	3	3	N/A	1	2	3	14	2.3			~	Included in the 2011 NDOT Railway- Highway Crossing Report
Serlach, Washoe County	N	1		N/A	2	3	3	N/A	1	2	3	14	2.3			1	Included in the 2011 NDOT Railway- Highway Crossing Report
SR 306, Golden Acres Rd South, Beowawe, NV – Crossing surface	N	1		N/A	2	3	3	N/A	1	2	3	14	2.3	L	Ц	1	Included in the 2011 NDOT Railway- Highway Crossing Report
R 306, Golden Acres Rd lorth, Beowawe, NV	N	1		N/A	2	3	3	N/A	1	2	3	14	2.3			1	Included in the 2011 NDOT Railway- Highway Crossing Report
R 306, Golden Acres Rd outh, Beowawe, NV - ates	N	7		N/A	2	3	3	N/A	1	2	3	14	2.3			~	Included in the 2011 NDOT Railway- Highway Crossing Report
. Excursion Rail								,									
xtend Northern Nevada lailway four miles between fcGill Junction and McGill lepot	?	~		N/A	1	N/A	2	N/A	3	1	3	10	2.0				Nevada economic development/tourism opportunity
Extend the V&T railroad eight miles to the east side of Carson City, plus efurbish equipment & andate stations	?	/		N/A	1	N/A	2	N/A	3	1	3	10	2.0			_	Nevada economic development/tourism opportunity

	IIIIIIIIII	-	Cost	-	s/objectives		•			's rail potential	-		lect		auir	00	
			ange		transportation s		y or trie			c, environmenta		Obje	ctive ores	Ар	quir prov (s)		
roject B	rivate lusiness decision	Under \$10 million	\$10 m on to \$100 m on	Objective A: Work with adjacent states to achieve a regional transpor- tation solution	Objective B: Provide enhanced rail system connectivity to other modes of transportation	Objective C: Promote congestion relief on the state's rail lines and on its interstate highway network	Objective D: Enhance rail safety and security, including Positive Train Control (PTC) measures	Objective Ac Plan for high-speed passenger rail services	Objective B: Address the potential for trade and economic development	Objective C: Realize positive air quality gains and reduce energy consumption with effective passenger and freight rail operations	Objective D: Maximize sustainability	Total	Average	US Congress	Amtrak	UPRR	Evaluation Factors
A. Passenger Rail A1. Conventional Passenger Rail		_	_									_	_	_	_	_	
dd service between Emeryville, sacramento, Salt Lake City, and teno during proposed 2022 llympics	N	·	Ī	3	3	3	2	N/A	3	3	3	20	2.9	~	1	/	Will require Amtrak, UPRR, and multi-state involvement. Project depends on a successful Olympics bid.
2. High Speed Intercity Passenger	r Rail																
support WHSRA long-term proposal or high-speed rail between Denver, salt Lake City, Reno and San rancisco (20-year-plus project)	?			· 3	3	3	3	3	3	3	3	24	3.0				Long-term project subject of FRA's current Southwestern Rai Study. Funding source not identified.
support long-term Southwest Rail solden Triangle high speed service etween Las Vegas, Phoenix and Los ingeles (20-year-plus project)	?		_	× 3	3	3	3	3	3	3	3	24	3.0				Long-term project subject of FRA's current Southwestern Rai Study. Funding source not identified.
dvance multimodal transportation ub at Nevada high-speed intercity assenger rail termini, notably Las legas (20-year-plus project)	N		/	N/A	3	3	N/A	3	3	3	3	18	3.0				Long-term project requiring additional study. Funding source not identified.
fultimodal Framework Study Las legas-Reno (20-year-plus project)	?	Г	٦	3	3	3	3	3	3	3	3	24	3.0		Ц	_	Long-term project subject of NDOT study. Funding source not identified.
3. Freight Rail																	
lorthern and southern Nevada nland Port projects	Υ		~	N/A	3	3	2	N/A	3	3	3	17	2.8			~	Long range state objective.
dvance Phase 2 UPRR Nevada Sub idings – construct Oreanna; onstruct Valery; and extend Massie	Υ		~	N/A	N/A	3	3	N/A	3	3	3	15	3.0			1	UPRR projects.
dd Elko CTC-UPRR Phase 2	Y	П	~	N/A	N/A	3	3	N/A	3	3	3	15	3.0			1	UPRR projects.
deplace second track and upgrade o CTC on Donner Pass in CA			~	3	3	3	3	N/A	3	3	3	21	3.0			1	UPRR project out of state. Could reduce I-80 truck traffic.
upport White Pine (Northern levada Railroad) Shortline	N		1	N/A	3	3	2	N/A	3	3	3	17	2.8				In-state business opportunity.
elocate transload facility and ssociated trackage out of Fallon	Υ	1		N/A	2	2	3	N/A	3	3	3	16	2.7			1	Implementable project needs funding.
. Rail-Highway Grade Crossings																	Included in Project Neon I-15
levada Railroad) Shortline delocate transload facility and associated trackage out of Fallon		<b>~</b>	<		-				_				-			1	Imple



#### Recommendation for NDOT Policy Support

- Short Term (0 5 years)
  - X-Train
  - DesertXpress
  - Modoc Sub land-banking
  - UPRR Weso crossover improvements
  - Excursion rail extensions Northern Nevada and V&T
- Mid Term (6 20 years)
  - 2022 Olympics rail service, pending further study
  - Mid-term UPRR siding and CTC improvements, including Donner Pass Phase 2
  - Support White Pine (Northern Nevada RR) Shortline
  - Northern and southern Nevada Inland Ports projects
  - Relocate Fallon transload facility and shorten trackage
- Long Term (20+ years)
  - WHSRA northern Nevada and Golden Triangle initiatives
  - Multimodal HSR transportation hub in Las Vegas area
  - NDOT Multimodal Framework Study



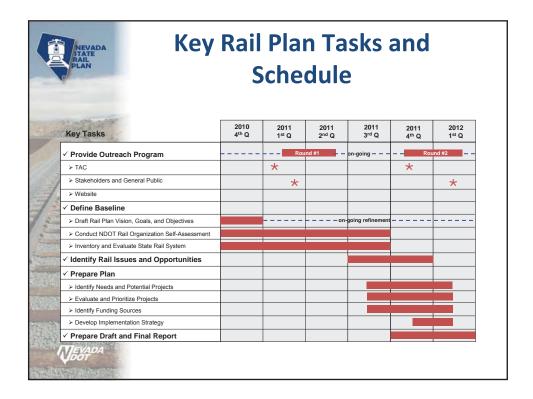
#### Recommendation for NDOT Funding Support

- Rail-Highway Grade Crossing Program
  - On-going program
  - Updated annually
  - State led and facilitated; federally-funded with local UPRR match



#### Recommendation for NDOT Future Study

- Evaluation of Single-platform Elko Amtrak Station
- 2022 Olympics
- Las Vegas Multimodal Terminal at Ivanpah





#### **Next Steps**

- Incorporate comments from the public, TAC, FRA, and NDOT
- Finalize State Rail Plan by the end of March
- Secure FRA plan acceptance
- Secure State Transportation Board approval



#### For More Information

Rail Plan Comments/Questions: Mike McCarley, Jacobs, (702) 938-5570 Mike.McCarley@jacobs.com

NDOT Comments/Questions: Matthew Furedy, NDOT, (775) 888-7353 mfuredy@dot.state.nv.us

Comments by March 15, 2012





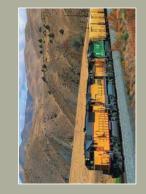
#### **List of Acronyms**

- ADOT Arizona Department of Transportation
- BNSF Burlington Northern Santa Fe Railway
- CTC Centralized Traffic Control
- FRA Federal Railroad Administration
- HSR High Speed Rail
- IDOT Idaho Department of Transportation
- NDOT Nevada Department of Transportation
- TAC Technical Advisory Committee
- UDOT Utah Department of Transportation
- UPRR Union Pacific Railroad
- V&T Virginia & Truckee Railway
- WHSRA Western High Speed Rail Alliance











# Passenger & Excursion Rail Projects

Project	Selection Factors	Further Study Needed	Implemen- tation Issues	Contact UPRR Directly	Advance to Evaluation Matrix
Conventional Passenger Rail					
Add passenger/commuter service in Reno, Sparks, Femley, and Fallon	Commuter service on the main line would necessitate costly capital improvements to meet capacity requirements. Study needed to determine demand for service and to evaluate building new parallel track.	>			
2. Add north-south passenger rail service between Reno and Las Vegas	A study needs to be commissioned to determine the demand for service.	>			
3. Add commuter service between Carson City and Reno	A study needs to be commissioned to determine the demand for service.	>			
4. Add sleeping cars and second daily train to CA Zephyr between Reno and Emeryville, CA	Amitrak has studied and decided to defer implementation because of funding and equipment issues, which will require multi-state congressional coordination / funding.		>		
5. Support X-Train between Los Angeles-Fullerton and Las Vegas	BNSF and Amtrak approved; UPRR in final negotiation. Project is close to construction and implementation.				>
6. Restore Desert Wind service between Salt Lake City, Las Vegas and Los Anneles	Recommended in Amtrak PRIIA report. Needs funding.		>		
se between Emeryville, Sacramento, Salt Lake City, and Reno sed 2022 Olympics	Project concept is being considered as part of a potential Olympics bid, which has strong support.				>
ey, Lovelock, Wells, or W. Wendover	Requires Amtrak benefit/cost evaluation and UPRR capacity analysis. Local support needed.	>			
9. Address passenger constraints at Elko CA Zephyr Amtrak station	Will require further study and coordination with Amtrak and UPRR.	>			
10. Operate passenger rail service on Feather River between Reno and Sacramento in lieu of Thruway Bus	This rail route has a longer travel time than I-80 bus service and would necessitate significant capacity improvements. Also, Amtrak is disinclined to operate on this route.		>		
<ol> <li>Add commuter service between Boulder City/Henderson and Las Vegas</li> </ol>	General public strongly opposed in previous study, bus service now being pursued.		<i>/</i>		
d subway service in Las Vegas	Not an intercity passenger rall service to be addressed in the State Rail Plan.		>		
High Speed Intercity Passenger Rail					
<ol> <li>Accommodate DesertXpress service between Las Vegas and Victorville, CA</li> </ol>	Project is currently advancing, has gained environmental and STB approvals, and has financial backing.				>
Accommodate California-Nevada Interstate Maglev between Las Vegas and Anaheim, CA	Project is very costly, needs right-of-way in California, and funding is not executed. Project has not progressed to a level of detail to gain political energy of the properties of the project of the professional political energy.		<i>&gt;</i>		
rail between Denver,	Project is currently being studied as part of FRA Southwest Rail Study.				>
den Triangle high speed service	Project is currently being studied as part of FRA Southwest Rail Study.				>
h-speed intercity passenger	This project concept needs to be advanced as part of developing high speed rall service to define an effective solution.				>
ice between Boise, Elko and Las Vegas	A study needs to be commissioned to determine the demand for service and where such a high speed rail line would be built.	>			
7. Advance NDOT Multimodal Framework Study	Study just being initiated.				>
Excursion Rail					
1. Add excursion line between Reno and Truckee	Need approval of track owner	>			
<ol><li>Extend Northern Nevada Railway four miles between McGill Junction and McGill Depot</li></ol>	Nevada economic development / tourism opportunity				>
<ol><li>Extend the V&amp;T railroad eight miles to the east side of Carson City, plus refurbish equipment and update stations</li></ol>	of Carson City, plus Nevada economic development / tourism opportunity				>











# Freight Rail & Grade Crossing Projects

Project	Selection Factors	Further Study Needed	Implemen- tation Issues	Contact UPRR Directly	Advance to Evaluation Matrix
Freight Rail					
Relocate Chemical Co. requires 6200ff siding     +1500ft spur	This suggestion should be presented directly to UPRR for a business decision.			>	
e to Yucca Mountain nuclear waste	Would require a change in national and state nuclear storage decisions.		>		
e the Weso crossover from 20 mph to 50 power switches	Project on UPRR list of future improvements.				>
ned Modoc Sub in Washoe	Abandonment is imminent.				>
ince Phase 2 UPRR Nevada Sub sidings - ct Oreanna; construct Valery, and extend Massie	Project on UPRR list of future improvements.				>
6. Add Elko CTC-UPRR Phase 2	Project on UPRR list of future improvements.				>
7. Replace second track and upgrade to CTC on Donner Pass in CA	Project on UPRR list of future improvements.				>
8. Advance White Pine (Northern Nevada Railroad) Shortline	Some rail improvements have been advanced. Portions of the project may be eligible for federal funding.				>
9. Expand or relocate Sparks Yard	The Sparks yard meets UPRR needs and is well located for crew changes. Moving it will require additional study to address UPRR needs/funding.	>			
Northern and Southern Nevada Inland Port     projects	Project is currently being studied.				>
railroad abandoned its property in the center and it needs to be reincorporated back to the	This suggestion should be presented directly to UPRR for a business decision.			>	
mproved sidings and access to main line in sute	This suggestion should be presented directly to UPRR for a business decision.			>	
e spurs in Lovelock	This suggestion should be presented directly to UPRR for a business decision.			>	
Tail-inginway or ade Crossings  1. Airport Road, Winnemucca	Included in 2011 NDOT Railway-Highway Crossing Report				>
2. Gerlach, Washoe County	Included in 2011 NDOT Railway-Highway Crossing Report				>
3. SR 306, Golden Acres Rd South, Beowawe, NV crossing surface	Included in 2011 NDOT Railway-Highway Crossing Report				>
len Acres Rd North, Beowawe, NV	Included in 2011 NDOT Railway-Highway Crossing Report				>
5. SR 306, Golden Acres Rd South, Beowawe, NVgates I	Included in 2011 NDOT Railway-Highway Crossing Report				>
6. Main Street in downtown Fernley	Additional study needed.	>			
7. Nevada Pacific Parkway, Fernley	Additional study needed.	^			
8. Wyoming and Oakey, Las Vegas	Long term project, programmed to be completed by 2030.				>











# 5-Year Plan Evaluation Matrix

Criteria Score: 0 - N/A, 1 - minimally addresses goals/objectives, 2 - partially addresses goals/objectives, 3 - fully addresses goals/objectives

		١٥	Cost	Goal	1. Enhance the safety and efficiency of the	and efficiency	of the Goa	Goal 2: Opt	timize Nevada's	Goal 2: Optimize Nevada's rail potential to effectively	to effectively	Project	ject	Red	Requires	
		ř	Range	state	's rail transportation system	ystem		address so	cial, economic	address social, economic, environmental and energy effects	and energy	Objective Scores	ctive	App	Approval (s)	
Project	Private Business Decision	Under \$10 million	noillim 001\$ of noillim 01\$	Objective A: Work with adjacent adjacent states to achieve a regional transpor- tation	Objective B: Provide enhanced rail system connectivity to other modes of transportation	Objective C: Promote congestion relief on the state's rail limes and on its interstate highway network	Objective D: Enhance rail safety security, including Positive Train Control (PTC) measures	Objective A: Plan for high-speed passenger rail services	Objective B: Address the potential for trade and economic development	Objective C: Realize positive air quality gains and reduce energy consumption with effective passenger and frelight rail operations	Objective D: Maximize sustainability	Total	Ауегаде	US Congress	Amtrak	DPRR Evaluation Factors
A. Passenger Rail																
A1. Conventional Passen	enger Rail															
Support X-Train between Los Angeles – Fullerton and Las Vegas	>		>	ю	ю	ю	2	N/A	е	г	ю	20	2.9	>	>	BNSF and Amtrak approved; UPRR in final negotiation. Project is close to construction and implementation.
A2. High Speed Intercity Passenger Rai	Passenger	Rail														
Support Desert Xpress service between Las Vegas and Victorville, CA	<b>&gt;</b>		<u> </u>	m >	м	ю	ю	ю	ю	ε	ю	24	3.0			Project has environmental clearance with FRA Record of Decision and STB route approval. The project has funding approach and is advancing.
B. Freight Rail																
Upgrade the Weso crossover from 20 mph to 50 mph with power switches	>		>	N/A	N/A	m	m	N/A	m	ო	м	15	3.0			UPRR Projects
Land bank the abandoned Modoc Sub in Washoe County	>	>		N/A	N/A	N/A	ю	N/A	N/A	N/A	2	Ŋ	2.5		$\vdash$	✓ Abandonment is imminent.
C. Rail-Highway Grade Crossings	ossings															
Airport Road, Winnemucca	Z	>		N/A	2	3	3	N/A	1	2	ဗ	14	2.3			Included in the 2011 NDOT Railway-Highway Crossing Report
Gerlach, Washoe County	Z	>		N/A	2	ю	8	N/A	1	2	8	14	2.3			Included in the 2011 NDOT Railway-Highway Crossing Report
SR 306, Golden Acres Rd South, Beowawe, NV – Crossing surface	Z	>		N/A	2	ო	m	N/A	4	2	ю	14	2.3			Included in the 2011 NDOT Railway- Highway Crossing Report
SR 306, Golden Acres Rd North, Beowawe, NV	z	>		N/A	2	ю	е	N/A	1	2	е	14	2.3		ŕ	Included in the 2011 NDOT Railway-Highway Crossing Report
SR 306, Golden Acres Rd South, Beowawe, NV – gates	Z	>		N/A	5	м	ю	N/A	₩	2	ю	14	2.3			Included in the 2011 NDOT Railway-Highway Crossing Report
D. Excursion Rail																
Extend Northern Nevada Railway four miles between McGill Junction and McGill Depot	ن	>		N/A	1	N/A	2	N/A	ю	1	е	10	2.0			Nevada economic development/tourism opportunity
Extend the V&T railroad eight miles to the east side of Carson City, plus refurbish equipment & update stations	Ċ.	>		N/A	Н	N/A	2	N/A	м	4	е	10	2.0			Nevada economic development/tourism opportunity
														1		











# 6 to 20-Plus-Year Plan Evaluation Matrix

Criteria Score: 0 - N/A, 1 - minimally addresses goals/objectives, 2 - partially addresses goals/objectives, 3 - fully addresses goals/objectives

Project Business  Project Decision  A. Passenger Rail		Range		doal 1. Ennance the salety and enricency of the state's rail transportation system	and emclency /stem	Objective D:	address soc effects	mize nevada ial, economic,	Goal 2: Optimize nevada s rail potential to enectively address social, economic, environmental and energy effects	and energy	Objective Scores	Project Objective Scores	Approval (s)	oval	
ssenger Rail		uc				Objective D:	20010				3	3	-		
ssenger Rail onventional Passenger Rail	1	oillim 001\$ of noillim 01	Objective A: Work with adjacent states to states to regional transport		Objective C: Promote congestion relief on the state's rail lines and on its interstate	Enhance rail safety and sand security, including Positive Train Control	Objective A: Plan for high-speed passenger rail	Objective B: Address the potential for trade and	Objective C: Realize Positive air quality gains and reduce energy consumption with effective passenger and freight rail	Objective D:	lsto	легаде	S Congress	лизк Яяд	
A. Passenger Rail A.L. Conventional Passenger Rail			Solution	transportation	network	measures	services	development	operations	sustainability	οТ	٧A	_	_	Evaluation Factors
Add conventional Passenger Rail															
Add conico botucon Emonacillo															
Acu service between Entirelywine, Sacramento, Saft Lake City, and Reno during proposed 2022 Olympics	>		м	ဇ	ю	2	N/A	က	ъ	က	20	2.9	<i>&gt;</i>	>	Will require Amtrak, UPRR, and multi-state involvement. Project depends on a successful Olympics bid.
A2. High Speed Intercity Passenger Rail															
Support WHSRA long-term proposal for high-spead rail between Denver, 5 stit Lake City, Reno and San Francisco (20-year-plus project)			ю	ю	е	ю	м	ю	ю	ю	24	3.0			Long-term project subject of FRA's current Southwestern Rail Study. Funding source not identified.
Support long-term Southwest Rail Golden Triangle ligh speed service between Las Vegas, Phoenix and Los Angeles (20-year-plus project)			m	က	m	ဇ	м	ю	ю	ю	24	3.0			Long-term project subject of FRA's current Southwestern Rail Study. Funding source not identified.
Advance multimodal transportation hub at Nevada highspeed intercity passenger rail termini, notably Las Vegas (20-year-plus project)		>	Ϋ́	m	т	N/A	т	т	м	т	18	3.0			Long-term project requiring additional study. Funding source not identified.
Multimodal Framework Study Las Vegas-Reno (20-year-plus project)			ю	м	е	е	ю	ю	ю	ε	24	3.0			Long-term project subject of NDOT study. Funding source not identified.
B. Freight Rail															
Northern and southern Nevada Inland Port projects		>	N/A	е	8	2	N/A	3	3	8	17	2.8		>	Long range state objective.
Advance Phase 2 UPRR Nevada Sub sidings – construct Oreanna; Construct Valery; and extend Massie		>	N/A	N/A	е	ε	N/A	ю	ю	8	15	3.0		>	UPRR projects.
Add Elko CTC-UPRR Phase 2 Y	F	>	N/A	N/A	ε	е	N/A	е	8	ε	15	3.0	H	>	UPRR projects.
Replace second track and upgrade to CTC on Donner Pass in CA		>	က	3	3	е	N/A	8	е	е	21	3.0		>	UPRR project out of state. Could reduce I-80 truck traffic.
Support White Pine (Northern Nevada Railroad) Shortline		>	N/A	т	8	2	N/A	8	е	ε	17	2.8			In-state business opportunity.
Relocate transload facility and associated trackage out of Fallon	>		N/A	2	2	ю	N/A	ю	е	е	16	2.7		>	Implementable project needs funding.
C. Rail-Highway Grade Crossings															
Wyoming and Oakey, Las Vegas	>		N/A	2	3	2	N/A	1	2	8	14	2.3			Included in Project Neon I-15 Record of Decision









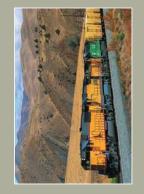
#### Nevada Rail Network





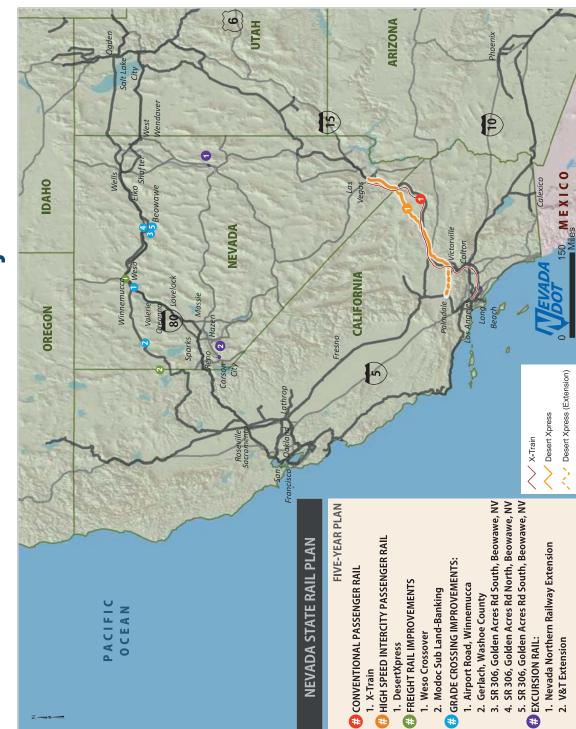








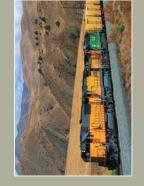
# 5-Year Plan Projects





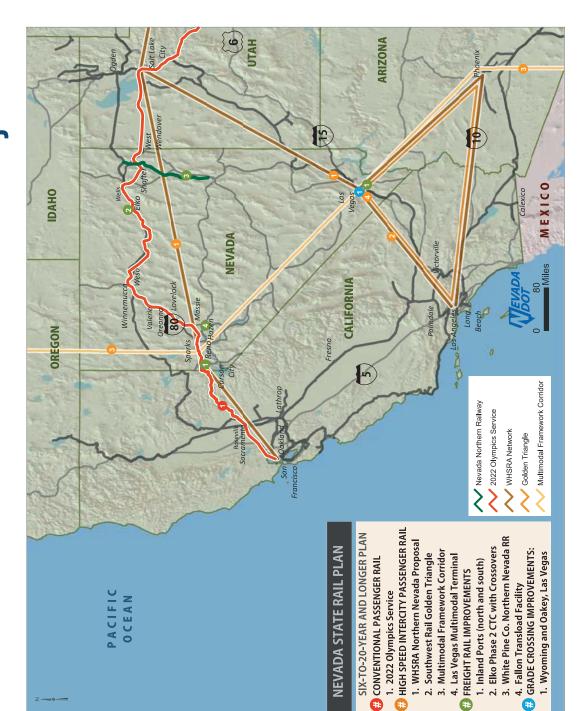








# 6 to 20-Plus-Year Plan Projects





#### **Nevada State Rail Plan Public Information Meeting**

#### Wednesday, February 15, 2012, 3:30 PM to 6:30 PM



#### **COMMENT FORM**

PEDE PODO

	COMMENT FORM
1.	What additional projects should appear on the <u>5-Year Plan</u> and why?
2.	What projects should not appear on the <u>5-Year Plan</u> and why?
	what projects should not appear on the <u>e-rear ram</u> and why.
2	William I and the state of the
3.	What additional projects should appear on the <u>6 to 20-Plus-Year Plan</u> and why?
4.	What projects should not appear on the 6 to 20-Plus-Year Plan and why?
5.	What additional projects should appear on the <b>Recommended Future Studies</b> list and why?
	Over
	Over

6. What projects should not appear on the <b>Recommended</b>	<b>l Future Studies</b> list and why?
7. Please make any additional comments below:	
7. Flease make any additional comments below.	
Contact Information (Optional)	
Name:	
Address:	
Phone:	
Email:	
Thank you!	
Please place the completed form in the box marked "info@dot.state.nv.us, or via US mail to Nevada State Rai Nevada Department of Transportation, 1263 S. S.	l Plan c/o Matthew Furedy, Project Manager,
For more information	ı, contact:
Matthew Furedy, Project Manager (NDOT)	Mike McCarley, Project Manager (Jacobs)
Phone: (775) 888-7353	Phone: (702) 938-5570
Fax: (775) 888-7207	Fax: (702) 938-5454
mfuredy@dot.state.nv.us	mike.mccarley@jacobs.com
Comments will be accepted until 5 p.m.	Thursday, March 15, 2012.



### Nevada State Rail Plan Public Information Meeting

# Wednesday, February 15, 2012, 3:30 PM to 6:30 PM



# SIGN-IN SHEET

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## Nevada State Rail Plan Public Information Meeting

# Wednesday, February 15, 2012, 3:30 PM to 6:30 PM



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#### Nevada State Rail Plan Statewide

#### **Public Information Meeting**

Thursday, February 16, 2012 3:30 to 6:30 p.m. Elko City Council Chambers 1751 College Avenue Elko, NV

Brian Sandoval Governor

Susan Martinovich, P.E. Director

Nevada Department of Transportation 1263 S. Stewart Street Carson City, NV 89712





#### STATE OF NEVADA DEPARTMENT OF TRANSPORTATION

1263 S. Stewart Street Carson City, Nevada 89712

BRIAN SANDOVAL Governor

February 16, 2012

SUSAN MARTINOVICH, P.E., *Director*In Reply Refer to:

#### WELCOME:

Thank you for attending this meeting concerning the Nevada State Rail Plan. The Nevada Department of Transportation is conducting a planning effort to develop a new statewide rail plan in accordance with federal requirements to be eligible for federal rail funding. This plan will identify enhanced rail transportation infrastructure and services that address the transportation needs of the state and improve the overall quality of life, safety, and environmental and economic sustainability for the citizens of Nevada.

NDOT is conducting an open-house meeting from 3:30 p.m. to 6:30 p.m. There will be a short presentation regarding the key elements of this study at 5:30 p.m., followed by a short comment period from the audience. As you enter the room, you will notice display boards. NDOT representatives are present to discuss the draft rail plan and to answer your questions. These representatives can be identified with nametags. Please take this opportunity to discuss the plan with them.

During this meeting, as well as any public meeting conducted by NDOT, we are seeking your input on rail transportation in the State of Nevada. There are several methods to present your comments for the public record. Any exhibits you wish to submit as a part of the public record of this study will also be accepted.

<u>First:</u> During the open-house portions of the meeting, you may make an oral statement to the court reporter. Comments you make during the audience comment period following the presentation will also be recorded for the public record.

<u>Second:</u> You may fill out one of the comment forms attached to this handout and deposit it in the comment box or give the completed form to one of the study representatives.

<u>Third:</u> The public meeting record will remain open for four weeks following this meeting. If you would prefer to write a letter or mail your completed comment form and any exhibits, these will become part of the official transcripts of the proceedings if mailed to Nevada State Rail Plan c/o Matthew Furedy, Project Manager, Nevada Department of Transportation, 1263 S. Stewart St., Carson City, NV 89712, and received by 5 p.m. Thursday, March 15, 2012.

<u>Fourth</u>: You may e-mail your comments to <u>mfuredy@dot.state.nv.us</u>, Project Manager, NDOT or <u>info@dot.state.nv.us</u>; please reference the Nevada Stare Rail Plan in the subject line. E-mail comments will also be accepted until 5 p.m. Thursday, March 15, 2012.

Thank you for attending this informational meeting and for your comments.

Sincerely,

Julie Ann Maxey

Hearings Officer, NDOT



#### Second-Round Public Meetings Nevada State Rail Plan

Enhancing Rail Infrastructure and Services to Fulfill Nevada's Transportation Needs



www.nvrailplan.com

February 2012

All information presented is preliminary and subject to revision.



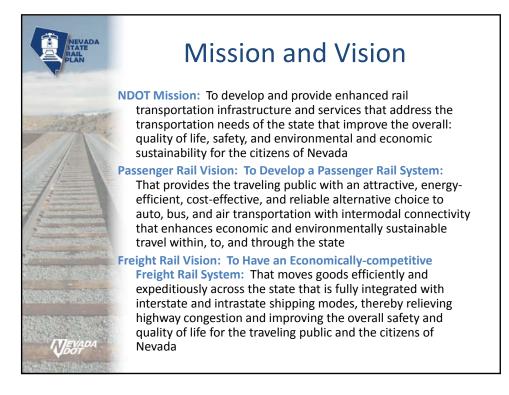
### Meeting Format and Public Comments

- A court reporter is available to take comments today
- Comments can also be submitted on the comment form
- Submit comment forms today or by mail, fax, or e-mail (<u>info@dot.state.nv.us</u>)
- Reference the project in your correspondence (Nevada State Rail Plan)
- Comments must be received by 5:00 p.m.
   Thursday, March 15, 2012



#### **Planning Process**

- Establish rail plan vision and goals
- Evaluate NDOT organization and decision process
- Conduct rail system inventory
- Conduct stakeholder and public outreach
- Identify issues and needs
- Identify discrete projects and priorities
- Identify funding needs and sources
- Develop implementation plan





# **Project Goals**

- Enhance the safety and efficiency of the state's rail transportation system
- 2. Optimize Nevada's rail potential to effectively address social, economic, environmental, and energy effects
- Develop an organizational structure and strategies yielding a streamlined process for implementing Nevada's rail transportation improvements



# How did we get here?

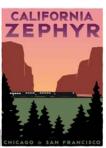
- Developed draft rail plan vision, goals, and objectives
- Conducted two rounds of TAC meetings
  - North & South TAC meetings in January and in December 2011
- Conducted first round of public meetings
  - Three meetings in Spring 2011 (Las Vegas, Reno, Elko)
- Stakeholder Involvement
  - 30 one-on-one meetings with project stakeholders including UPRR, BNSF, Amtrak, WHSRA, ADOT, Caltrans, IDOT, and UDOT
  - 44 returned mailed stakeholders surveys
  - 75 comments from project website



# How did we get here?

- Coordinated with other relevant rail/highway studies
  - I-15 Corridor Long-Range Multimodal study (NDOT)
  - Connecting Nevada (NDOT)
  - North-South multi-state multimodal study (NDOT)
  - Inland Ports (NDOT)
  - Southwest Rail Study (FRA)
- Completed drafts of rail inventory and passenger and freight ail improvements/investments
- Identified issues & opportunities
  - Prioritize future projects







# Types of Projects

- Passenger Rail
  - Conventional
    - Desert Wind from Salt Lake City to Los Angeles via Las Vegas
    - X Train Las Vegas to Los Angeles
    - 2022 Reno/Tahoe Olympics rail service
  - High Speed
    - DesertXpress
    - Maglev
    - WHSRA long-term Golden Triangle & northern Nevada plus NDOT Multimodal Framework
    - Multimodal high speed rail terminals



# Types of Projects

- Excursion Rail
  - Northern Nevada Railway extension
  - Virginia & Truckee extension
- Freight Rail
  - UPRR future in-state projects (CTC, sidings, crossovers)
  - Upgrade UPRR Donner Pass in California
  - Upgrade Northern Nevada Railroad short line
  - Relocate Fallon transload facility & shorten tracks
  - Add spur lines, sidings, & service
- Rail-Highway Grade Crossings
  - Improve selected grade crossings annually



# Project Evaluation – All Projects

- Step 1: Identify projects based on stakeholder input
- Step 2: Preliminary Project Evaluation—All Projects
   Table
  - Is further study needed to be able to define and evaluate this concept/project?
  - Does the project have implementation issues constraining its advancement at this time?
  - Is the request a business issue for UPRR or BNSF to address?
  - Does the project warrant advancing to a more detailed evaluation?
- Projects that do not advance to the Evaluation Matrix will be re-evaluated during the next State Rail Plan update.



# Project Evaluation – Advanced Projects

- Step 3: Evaluation Matrix—for Advanced Projects
  - Categorize projects by timeline, public or private business decision, and cost range
  - Score projects based on the Rail Plan's goals and objectives
  - Identify needed approvals (Congress, Amtrak, and UPRR)
  - Consider selection factors
- Step 4: NDOT Recommendations
  - Policy Support
  - Funding Support



# Recommendation for NDOT Policy Support

- Short Term (0 5 years)
  - X-Train
  - DesertXpress
  - Modoc Sub land-banking
  - UPRR Weso crossover improvements
  - Excursion rail extensions Northern Nevada and V&T
- Mid Term (6 20 years)
  - 2022 Olympics rail service, pending further study
  - Mid-term UPRR siding and CTC improvements, including Donner Pass Phase 2
  - Support White Pine (Northern Nevada RR) Shortline
  - Northern and southern Nevada Inland Ports projects
  - Relocate Fallon transload facility and shorten trackage
- Long Term (20+ years)
  - WHSRA northern Nevada and Golden Triangle initiatives
  - Multimodal HSR transportation hub in Las Vegas area
  - NDOT Multimodal Framework Study



# Recommendation for NDOT Funding Support

- Rail-Highway Grade Crossing Program
  - On-going program
  - Updated annually
  - State led and facilitated; federally-funded with local UPRR match



# Recommendation for NDOT Future Study

- Evaluation of Single-platform Elko Amtrak Station
- 2022 Olympics
- Las Vegas Multimodal Terminal at Ivanpah
- Additional demand and financial feasibility studies plus environmental impact statements, as needed, to support grant application opportunities

Key Rail	Plan	las	ks a	nd S	che	dule
Key Tasks	2010 4 <sup>th</sup> Q	2011 1 <sup>st</sup> Q	2011 2 <sup>nd</sup> Q	2011 3 <sup>rd</sup> Q	2011 4 <sup>th</sup> Q	2012 1 <sup>st</sup> Q
✓ Provide Outreach Program		Rou	nd #1	on-going — — —	Rou	und #2 -
> TAC		*			*	
➤ Stakeholders and General Public		*				*
➤ Website		^				
✓ Define Baseline						
> Draft Rail Plan Vision, Goals, and Objectives			on-	going refinement		
> Conduct NDOT Rail Organization Self-Assessment						
➤ Inventory and Evaluate State Rail System						
✓ Identify Rail Issues and Opportunities						
√ Prepare Plan						
> Identify Needs and Potential Projects						
➤ Evaluate and Prioritize Projects						
➤ Identify Funding Sources						
➤ Develop Implementation Strategy						
✓ Prepare Draft and Final Report						





# For More Information

Rail Plan Comments/Questions: Mike McCarley, Jacobs, (702) 938-5570 Mike.McCarley@jacobs.com

NDOT Comments/Questions: Matthew Furedy, NDOT, (775) 888-7353 mfuredy@dot.state.nv.us

Comments by March 15, 2012



www.nvrailplan.com





# **List of Acronyms**

- ADOT Arizona Department of Transportation
- BNSF Burlington Northern Santa Fe Railway
- CTC Centralized Traffic Control
- FRA Federal Railroad Administration
- HSR High Speed Rail
- IDOT Idaho Department of Transportation
- NDOT Nevada Department of Transportation
- TAC Technical Advisory Committee
- UDOT Utah Department of Transportation
- UPRR Union Pacific Railroad
- V&T Virginia & Truckee Railway
- WHSRA Western High Speed Rail Alliance



# **Mission Statement**

NDOT Will Work With Passenger and Freight Rail Transportation Stakeholders:

- To develop and provide enhanced rail transportation infrastructure and services
- That address the transportation needs of the state
- That improve the overall:
  - Quality of life,
  - Safety, and
  - Environmental and economic sustainability
- For the citizens of Nevada



# **Passenger Rail Vision**

# To Develop a Passenger Rail System:

- That provides the traveling public
- With <u>an attractive</u>, <u>energy-efficient</u>, <u>cost-effective</u>, <u>and reliable</u> alternative choice
- To auto, bus, and air transportation
- With intermodal connectivity
- That enhances economic and environmentally sustainable travel
- Within, to, and through the state



# **Freight Rail Vision**

To Have an Economically-competitive Freight Rail System:

- That moves goods efficiently and expeditiously across the state
- That is <u>fully integrated with interstate and intrastate shipping modes</u>
- Thereby relieving highway congestion
- Improving the overall safety and quality of life for the traveling public and the citizens of Nevada



# **Goal #1 and Objectives**

**Enhance the Safety and Efficiency of the State's Rail Transportation System.** 

- Work with adjacent states to achieve a regional transportation solution
- Provide enhanced rail system connectivity to other modes of transportation
- Promote congestion relief on the state's rail lines and on its interstate highway network
- Enhance rail safety and security, including Positive Train Control (PTC) measures



# **Goal #2 and Objectives**

Optimize Nevada's Rail Potential to Effectively Address Social, Economic, Environmental, and Energy Effects.

- Plan for high-speed passenger rail services
- Address the potential for trade and economic development
- Realize positive air quality gains and reduce energy consumption with effective passenger and freight rail operations
- Maximize sustainability



# **Goal #3 and Objectives**

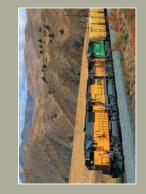
Develop an Organizational Structure and Strategies Yielding a Streamlined Process for Implementing Nevada's Rail Transportation Improvements.

- Identify and prioritize rail infrastructure improvements
- Identify funding strategies for rail improvements
- Prepare an organizational chart and legislative procedures to accomplish rail improvements











# Passenger & Excursion Rail Projects

Project	Selection Factors	Further Study Needed	Implemen- tation Issues	Contact UPRR Directly	Advance to Evaluation Matrix
Conventional Passenger Rail					
<ol> <li>Add passenger/commuter service in Reno, Sparks, Femley, and Fallon</li> </ol>	Commuter service on the main line would necessitate costly capital improvements to meet capacity requirements. Study needed to determine demand for service and to evaluate building new parallel track.	>			
2. Add north-south passenger rail service between Reno and Las Vegas	A study needs to be commissioned to determine the demand for service.	>			
3. Add commuter service between Carson City and Reno	A study needs to be commissioned to determine the demand for service.	>			
4. Add sleeping cars and second daily train to CA Zephyr between Reno and Emeryville, CA	Amtrak has studied and decided to defer implementation because of funding and equipment issues, which will require multi-state congressional coordination / funding.		>		
5. Support X-Train between Los Angeles-Fullerton and Las Vegas	BNSF and Amtrak approved; UPRR in final negotiation. Project is close to construction and implementation.				>
6. Restore Desert Wind service between Salt Lake City, Las Vegas and Los Angeles	Recommended in Amtrak PRIIA report. Needs funding.		>		
<ol> <li>Add service between Emeryville, Sacramento, Salt Lake City, and Reno during proposed 2022 Olympics</li> </ol>	Project concept is being considered as part of a potential Olympics bid, which has strong support.				>
8. Add CA Zephyr stops at Fernley, Lovelock, Wells, or W. Wendover	Requires Amtrak benefit/cost evaluation and UPRR capacity analysis. Local support needed.	>			
9. Address passenger constraints at Elko CA Zephyr Amtrak station	Will require further study and coordination with Amtrak and UPRR.	>			
10. Operate passenger rail service on Feather River between Reno and Sacramento in lieu of Thruway Bus	This rail route has a longer travel time than I-80 bus service and would necessitate significant capacity improvements. Also, Amtrak is disinclined to operate on this route.		>		
<ol> <li>Add commuter service between Boulder City/Henderson and Las Vegas</li> </ol>	General public strongly opposed in previous study, bus service now being pursued.		<i>&gt;</i>		
12. Add subway service in Las Vegas	Not an intercity passenger rail service to be addressed in the State Rail Plan.		>		
High Speed Intercity Passenger Rail					
	egas and Victorville, Project is currently advancing, has gained environmental and STB approvals, and has financial backing.				<i>&gt;</i>
<ol> <li>Accommodate California-Nevada Interstate Maglev between Las Vegas and Anaheim, CA</li> </ol>	Project is very costly, needs right-of-way in California, and funding is not secured. Project has not progressed to a level of detail to gain political support or environmental clearance.		<b>&gt;</b>		
<ol> <li>Support WHSRA long-term proposal for high speed rail between Denver, Salt Lake City. Reno and San Francisco</li> </ol>					>
<ol> <li>Support long-term Southwest Rail Golden Triangle high speed service between Las Vegas, Phoenix and Los Angeles</li> </ol>	Project is currently being studied as part of FRA Southwest Rail Study.				>
<ol><li>Multimodal transportation hub at Nevada high-speed intercity passenger rail termini, notably Las Vegas.</li></ol>	This project concept needs to be advanced as part of developing high speed rail service to define an effective solution.				>
6. Develop high speed rail service between Boise, Elko and Las Vegas	A study needs to be commissioned to determine the demand for service and where such a high speed rail line would be built.	>			
7. Advance NDOT Multimodal Framework Study	Study just being initiated.				>
Excursion Rail					
1. Add excursion line between Reno and Truckee	Need approval of track owner	<i>&gt;</i>			
<ol><li>Extend Northern Nevada Railway four miles between McGill Junction and McGill Depot</li></ol>	Nevada economic development / tourism opportunity				>
<ol><li>Extend the V&amp;T railroad eight miles to the east side of Carson City, plus refurbish equipment and update stations</li></ol>	Nevada economic development / tourism opportunity				>









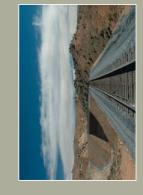


# Freight Rail & Grade Crossing Projects

Freight Rail  1. Relocate Chemical Co. requires 6200ft siding 1. Robot spur 1. Relocate Chemical Co. requires 6200ft siding 1. Selection should 1. Robot spur 1. Robot	Selection Factors This suggestion should be presented directly to UPRR	Needed	tation Issues	Directly	Evaluation Matrix
assie assie	gestion should be presented directly to UPRR				
assie	gestion should be presented directly to UPRR				
assie assie				<i>&gt;</i>	
assie	siness decision.				
a SS ie	Would require a change in national and state nuclear		>		
asssie assie	uedisions.				/
asssie	Project on UPKK list of future improvements.				^
assie Bestel	Abandonment is imminent.				/
assie	Project on UPRR list of future improvements.				>
					•
	Project on UPRR list of future improvements.				/
	Project on UPRR list of future improvements.				<i>/</i>
property Date	Some rail improvements have been advanced. Portions of the project may be eligible for federal funding.				<i>&gt;</i>
Dort	The Sparks yard meets UPRR needs and is well located for crew changes. Moving it will require additional study to address UPRR needs/funding.	>			
	Project is currently being studied.				<i>&gt;</i>
The railroad abandoned its property in the center This suggestion of Carlin and it needs to be reincorporated back to the for a business City.	This suggestion should be presented directly to UPRR for a business decision.			>	
mproved sidings and access to main line in ante	This suggestion should be presented directly to UPRR for a business decision.			>	
<ol> <li>Add second track and improve spurs in Lovelock This suggesting.</li> </ol>	This suggestion should be presented directly to UPRR for a business decision.			/	
Rail-Highway Grade Crossings					
1. Airport Road, Winnemucca Included in 20	Included in 2011 NDOT Railway-Highway Crossing Report				/
2. Gerlach, Washoe County Included in 20	Included in 2011 NDOT Railway-Highway Crossing Report				<i>&gt;</i>
3. SR 306, Golden Acres Rd South, Beowawe, NV Included in 20 crossing surface	Included in 2011 NDOT Railway-Highway Crossing Report				<i>&gt;</i>
len Acres Rd North, Beowawe, NV	Included in 2011 NDOT Railway-Highway Crossing Report				<i>&gt;</i>
5. SR 306, Golden Acres Rd South, Beowawe, NV-gates Included in 2011 NDOT Railway-Highway Crossing Report	in 2011 NDOT Railway-Highway Crossing Report				>
6. Main Street in downtown Fernley Additional stu	Additional study needed.	>			
7. Nevada Pacific Parkway, Fernley Additional stu	Additional study needed.	>			
8. Wyoming and Oakey, Las Vegas Long term pro	Long term project, programmed to be completed by 2030.				/











# 5-Year Plan Evaluation Matrix

Criteria Score: 0 - N/A, 1 - minimally addresses goals/objectives, 2 - partially addresses goals/objectives and resses goals/objectives

		၁ နို	Cost Range	Goal	1: Enhance the safety and efficiency of the 's rail transportation system	and efficiency stem	of the	Goal 2: Opti address soc effects	imize Nevada' cial, economic,	Goal 2: Optimize Nevada's rail potential to effectively address social, economic, environmental and energy effects	o effectively and energy	Obje Sco	Project Objective Scores	8 A	Requires Approval (s)		
Project	Private Business Decision	Under \$10 million	noillim 001\$ of noillim 01\$	Objective A: Work with adjacent adjacent actives a cregional transpor-	Objective B: Provide enhanced rail system connectivity to other modes of transportation	Objective C: Promote congestion relief on the state's rail lines and on its interstate highway network	Objective D: Enhance rail safety and security, including Positive Train Control (PTC) measures	Objective A: Plan for high-speed passenger rail services	Objective B: Address the potential for trade and economic development	Objective C: Realize positive air quality gains and reduce energy consumption with effective passenger and freight ail operations	Objective D: Maximize sustainability	lstoT	Average	US Congress	Amtrak	RR Бvaluation Factors	
A. Passenger Rail																	
A1. Conventional Passenger Rail Support X-Train between Los Angeles - Fullerton and Las Vegas	ger Rail		>	ю	m	т	2	N/A	ю	м	ю	50	2.9	>	>	BNSF and Amtrak approved; UPRR in final negotiation. Project is close to construction and implementation.	proved; UPRR in ect is close to lementation.
A2. High Speed Intercity Passenger	Passenger	Rail															
Support Desert Xpress service between Las Vegas and Victorville, CA	>-		<del>–</del>	m	м	т	ю	ю	м	ю	м	24	3.0			Project has environmental clearance with FRA Record of Decision and STB route approval. The project has funding approach and is advancing.	ental clearance ecision and STB roject has funding incing.
B. Freight Rail																	
Upgrade the Weso crossover from 20 mph to 50 mph with power switches	>		>	N/A	N/A	м	т	N/A	ю	ო	м	15	3.0			V UPRR Projects	
Land bank the abandoned Modoc Sub in Washoe County	>	>		N/A	N/A	N/A	ю	N/A	N/A	N/A	2	ഹ	2.5			✓ Abandonment is imminent.	inent
C. Rail-Highway Grade Crossings	ossings																
Airport Road, Winnemucca	z	>		N/A	2	ю	е	N/A	1	2	м	14	2.3			Included in the 2011 NDOT Railway-Highway Crossing Report	NDOT Railway- port
Gerlach, Washoe County	z	^		N/A	2	е	е	N/A	1	2	е	14	2.3			Included in the 2011 NDOT Railway-Highway Crossing Report	NDOT Railway- port
SR 306, Golden Acres Rd South, Beowawe, NV – Crossing surface	z	>		N/A	2	ო	ო	ŊĄ	₽	7	m	14	2.3			Included in the 2011 NDOT Railway Highway Crossing Report	NDOT Railway- port
SR 306, Golden Acres Rd North, Beowawe, NV	z	>	$\vdash$	N/A	2	е	ю	N/A	1	2	ю	14	2.3			Included in the 2011 NDOT Railway-Highway Crossing Report	NDOT Railway- port
SR 306, Golden Acres Rd South, Beowawe, NV – gates	z	>		N/A	2	е	ю	N/A	1	2	ю	14	2.3			Included in the 2011 NDOT Railway-Highway Crossing Report	NDOT Railway- port
D. Excursion Rail																	
Extend Northern Nevada Railway four miles between McGill Junction and McGill Depot	د	>		N/A	1	N/A	2	N/A	ю	1	ю	10	2.0			Nevada economic development/tourism opportunity	ı opportunity
Extend the V&T railroad eight miles to the east side of Carson City, plus refurbish equipment & update stations	<i>د</i>	>		N/A	н	N/A	7	N/A	м	Н	ю	10	5.0			Nevada economic development/tourism opportunity	ı opportunity











# 6 to 20-Plus-Year Plan Evaluation Matrix

Criteria Score: 0 - N/A, 1 - minimally addresses goals/objectives, 2 - partially addresses goals/objectives, 3 - fully addresses goals/objectives

		œ.	Cost Range		Goal 1. Enhance the safety and efficiency of the state's rail transportation system	and efficiency stem	of the	Goal 2: Opti address soc effects	mize Nevada' ial, economic	Goal 2: Optimize Nevada's rail potential to effectively address social, economic, environmental and energy effects	o effectively and energy	Project Objective Scores	ect ctive res	Req App	Requires Approval (s)	
	Private Business	der \$10 million	noillim 001\$ of noillim 0	Objective A: Work with adjacent states to achieve a cegional transpor- transpor-	Objective B: Provide enhanced rail system connectivity to other modes of	Objective C: Promote congestion relief on the state's rail lines and on its interstate	Objective D: Enhance rail safety and security, including Positive Train Control	Objective A: Plan for high-speed passenger rail	Objective B: Address the potential for trade and economic	Objective C: Realize positive air quality gains and reduce energy with effective passenger and freight rail	Objective D: Maximize	ls:	913දි6	Congress	тизк ВВ	
Project	Decision	_	)T\$	Solution	transportation	network	measures	services	development	operations	sustainability	toT	θνΑ			Evaluation Factors
A. Passenger Rail																
A1. Conventional Passenger Rail																
Add service between Emeryville, Sacramento, Salt Lake City, and Reno during proposed 2022 Olympics	z	>		м	м	ю	2	N/A	ю	е	ю	20	2.9	>	>	Will require Amtrak, UPRR, and multi-state involvement. Project depends on a successful Olympics bid.
A2. High Speed Intercity Passeng	er Rail															
Support WHSRA long-term proposal for high-speed rail between Denver, Salt Lake City, Reno and San Francisco (20-year-plus project)	<i>د-</i>			ю	ю	е	ю	ю	е	8	е	24	3.0			Long-term project subject of FRA's current Southwestern Rail Study, Funding source not identified.
Support long-term Southwest Rail Golden Triangle high speed service between Las Vegas, Phoenix and Los Angeles (20-year-plus project)	<i>د</i>			ю	ო	ю	ю	m	ю	က	ю	24	3.0			Long-term project subject of FRA's current Southwestern Rail Study. Funding source not identified.
Advance multimodal transportation hub at Nevada high-speed intercity passenger rail termini, notably Las Vegas (20-year-plus project)	z		>	N A	м	ю	N/A	м	ю	ю	ю	18	3.0			Long-term project requiring additional study. Funding source not identified.
Multimodal Framework Study Las Vegas-Reno (20-year-plus project)	<i>ر.</i>			m >	m	м	м	m	т	е	ю	24	3.0			Long-term project subject of NDOT study. Funding source not identified.
B. Freight Rail																
Northern and southern Nevada Inland Port projects	٨		>	N/A	8	3	2	N/A	3	3	3	17	2.8		>	Long range state objective.
Advance Phase 2 UPRR Nevada Sub sidings – construct Oreanna; construct Valery; and extend Massie	>		>	N/A	N/A	м	м	A/N	м	m	м	15	3.0		>	UPRR projects.
Add Elko CTC-UPRR Phase 2	>-		>	N/A	N/A	ю	ო	N/A	က	Э	Э	15	3.0	H	>	UPRR projects.
Replace second track and upgrade to CTC on Donner Pass in CA			>	ю	က	8	3	N/A	3	3	3	21	3.0		>	UPRR project out of state. Could reduce I-80 truck traffic.
Support White Pine (Northern Nevada Railroad) Shortline	z		>	N/A	т	8	2	N/A	ю	3	8	17	2.8			In-state business opportunity.
Relocate transload facility and associated trackage out of Fallon	>	>		N/A	2	2	ю	N/A	т	е	ю	16	2.7		>	Implementable project needs funding.
C. Rail-Highway Grade Crossings																
Wyoming and Oakey, Las Vegas	z	>		N/A	2	ю	2	N/A	1	2	е	14	2.3			Included in Project Neon I-15 Record of Decision
		ĺ	İ									ĺ	ĺ	ĺ	ĺ	

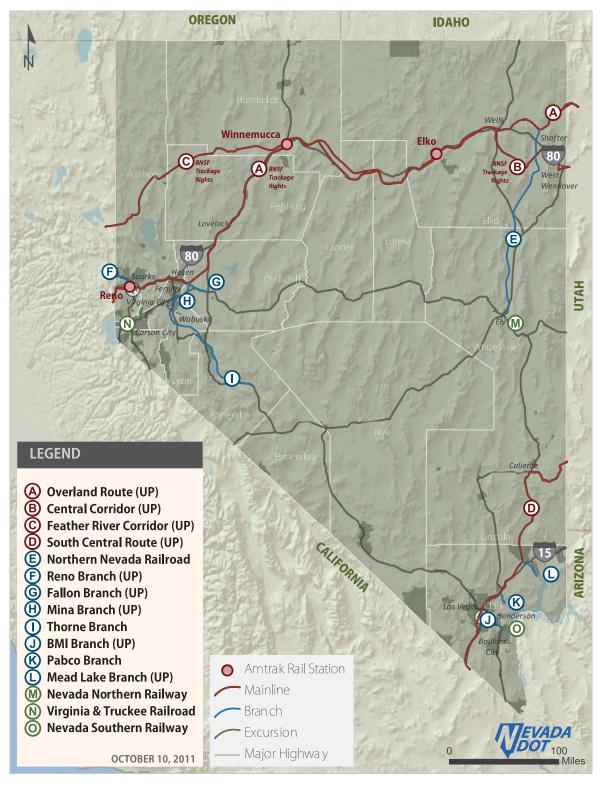








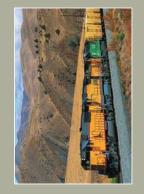
# Nevada Rail Network





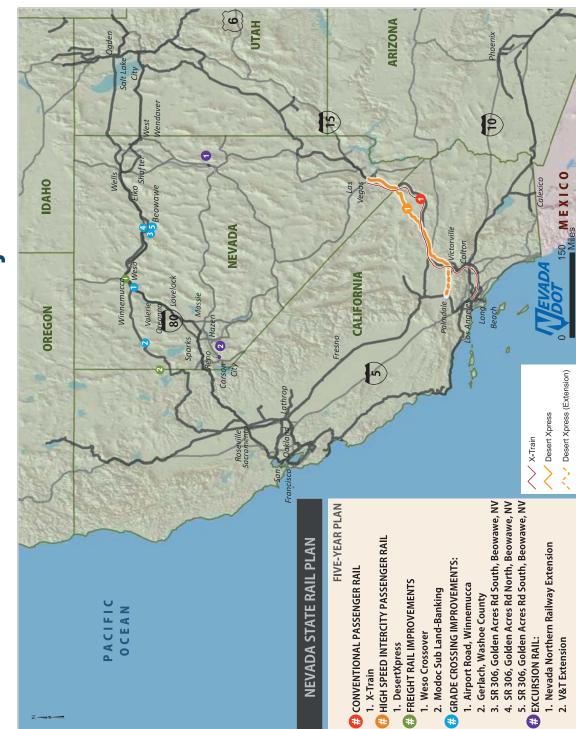








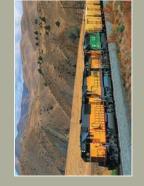
# 5-Year Plan Projects





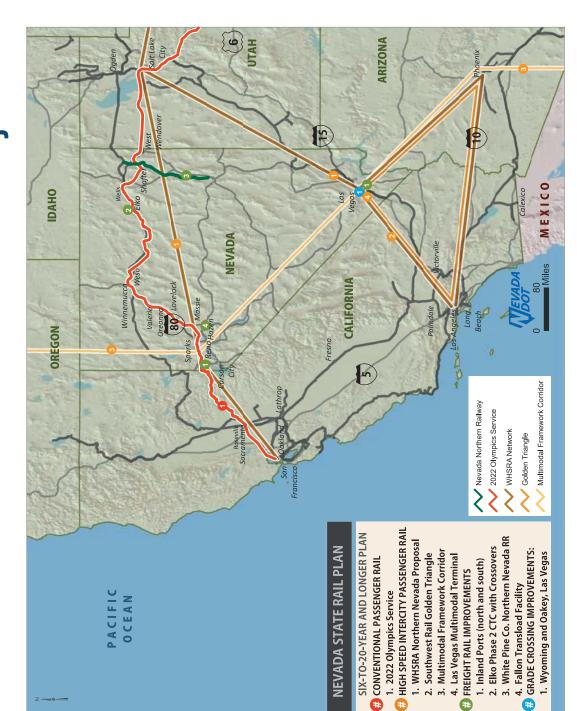








# 6 to 20-Plus-Year Plan Projects





# **Nevada State Rail Plan Public Information Meeting**

# Thursday, February 16, 2012, 3:30 PM to 6:30 PM



# **COMMENT FORM**

(PLEASE PRINT)

	COMMENT FORM
1.	What additional projects should appear on the <u>5-Year Plan</u> and why?
2.	What projects should not appear on the <u>5-Year Plan</u> and why?
3.	What additional projects should appear on the 6 to 20-Plus-Year Plan and why?
4.	What projects should not appear on the <u>6 to 20-Plus-Year Plan</u> and why?
~	
5.	What additional projects should appear on the <b>Recommended Future Studies</b> list and why?
	Over
	LIVAT

6. What projects should not appear on the <b>Recommended</b>	<b>l Future Studies</b> list and why?					
7. Please make any additional comments below:						
7. Flease make any additional comments below.						
Contact Information (Optional)						
Name:						
Address:						
Phone:						
Email:						
Thank you!						
11111111 9 040						
Please place the completed form in the box marked "info@dot.state.nv.us, or via US mail to Nevada State Rai Nevada Department of Transportation, 1263 S. S.	l Plan c/o Matthew Furedy, Project Manager,					
For more information	ı, contact:					
Matthew Furedy, Project Manager (NDOT)	Mike McCarley, Project Manager (Jacobs)					
Phone: (775) 888-7353	Phone: (702) 938-5570					
Fax: (775) 888-7207	Fax: (702) 938-5454					
mfuredy@dot.state.nv.us	mike.mccarley@jacobs.com					
Comments will be accepted until 5 p.m.	Thursday, March 15, 2012.					



# Nevada State Rail Plan Public Information Meeting



Thursday, February 16, 2012, 3:30 PM to 6:30 PM

# SIGN-IN SHEET

# (PLEASE PRINT)

Name	Organization	Address	Phone	Email
No. 1 601.45	a do de Minny	R/V	775-281872	775-2 212 Ned-Eurol Grades WW
MARTY CANTERTY CITE OF ELY	CITY OF ELT		252-3868	MAPARENTLAND
Minson	Barrick	Eiko	775-225-1759	Munson@barrick.com
Men Winster	NHO	(3ck0)		Ruurster @do, state, AV, W)
1 Gm Masche	Q+/N	39306. 19246 ST. QILD	- 1	785-753:1111 the shelled 15. Stute 1.45
I'm GARZA	WHITE PINE CO.	EZY, NV.	75-293-5567	WAGENC @ MUREWER, NET
M. than ear	EIKO FIN	911 w Tolls	777-7347	777-7347 morlegiole, elkomins
GREL EVANGELARY	Cim of ELKS	1757 CLLEGE Dr. ELKO, NU. 777-7162	777-7162	gewangelation CI. ELKO, NV.US
James + Oto 1800	X2.13	Matdaho St	77738-1240	Janpetersen ecitlink, net
Sight	07/3	81/20 City	777,7214	Sawillinson Ocinelkonuns
John milresan		1751 Collega Arve	1122-175	dandreazzi eci, elle iliv. US
	0			

































# F. Presentations (Other)





# Nevada State Rail Plan

AASHTO Spring Meeting May 2011

Enhancing Rail Infrastructure and Services to Fulfill Nevada's Transportation Needs





# Why a State Rail Plan?

# **Purpose And Need**

- Develop a statewide rail plan that:
  - Improves statewide transportation
    - Freight and Passenger
    - Congestion Relief
    - Intermodal Connectivity
  - Identifies Projects
  - Implementation Plan with Priority
- Meet federal requirements for funding eligibility and integrate into overall federal rail program



# Why a State Rail Plan?

## **Purpose And Need**

- American Recovery and Reinvestment Act of 2009 authorized discretionary grants under the:
- Passenger Rail Investment and Improvement Act of 2008 to provide capital assistance for the:
  - High Speed Intercity Passenger Rail Program
    - Feb 2009 \$8 Billion in Grant Funding
    - Dec 2009 \$2.5 Billion



# **State Rail Plan Components**

- Define Nevada vision, goals and objectives
  - To guide actions, programs, and prioritization
  - To provide linkages to State Transportation Plan
- Inventory and assess Nevada's rail system
  - Inventory the existing rail infrastructure
  - Assess statewide rail performance
  - Identify issues and opportunities
  - Identify current and future needs
  - Integrate with adjacent state rail plans
- Plan for the future
  - Identify project priorities
  - Define funding sources and prioritize investments
  - Evaluate NDOT organization and decision process
  - Develop an implementation plan



# **Effort to Date**

- Developed draft rail plan vision, goals, and objectives
- Developed draft stakeholder list
- Established a Technical Advisory Committee
- Conducted the first round of two TAC meetings
- Conducted the first round of two public meetings
- Developed a State Rail Plan website
- Currently conducting an existing rail system inventory
- Currently conducting stakeholder interviews and sending out surveys

Key Rail	Pidii	1 d S	KS a	nu 3	Che	uui
THE PARTY OF	2010	2011	2011	2011	2011	2012
Key Tasks	4 <sup>th</sup> Q	1 <sup>st</sup> Q	2 <sup>nd</sup> Q	3 <sup>rd</sup> Q	4 <sup>th</sup> Q	1 <sup>st</sup> Q
✓ Provide Outreach Program		Rou	nd #1	on-going —	Round #2	
> TAC		*		*		
➤ Stakeholders and General Public		*			*	
➤ Website						
/ Define Baseline						
➤ Draft Rail Plan Vision, Goals, and Objectives			on-	going refinement		
➤ Conduct NDOT Rail Organization Self-Assessment						
➤ Inventory and Evaluate State Rail System						
/ Identify Rail Issues and Opportunities						
✓ Prepare Plan						
➤ Identify Needs and Potential Projects						
➤ Evaluate and Prioritize Projects						
➤ Identify Funding Sources						
➤ Develop Implementation Strategy						
Prepare Draft and Final Report						



# **Mission Statement**

NDOT Will Work With Passenger and Freight Rail Transportation Stakeholders:

- <u>To develop and provide enhanced rail</u> <u>transportation infrastructure and services</u>
- That address the transportation needs of the state
- That improve the overall:
  - Quality of life,
  - Safety, and
  - Environmental and economic sustainability
- For the citizens of Nevada



# **Passenger Rail Vision**

# To Develop a Passenger Rail System:

- That provides the traveling public
- With <u>an attractive, energy-efficient, cost-effective, and reliable</u> alternative choice
- To auto, bus, and air transportation
- With intermodal connectivity
- That enhances economic and environmentally sustainable travel
- Within, to, and through the state



# **Freight Rail Vision**

To Have an Economically-competitive Freight Rail System:

- That moves goods efficiently and expeditiously across the state
- That is <u>fully integrated with interstate and intrastate shipping modes</u>
- Thereby relieving highway congestion
- Improving the overall safety and quality of life for the traveling public and the citizens of Nevada



# **Goal #1 and Objectives**

**Enhance the Safety and Efficiency of the State's Rail Transportation System.** 

- Work with adjacent states to achieve a regional transportation solution
- Provide enhanced rail system connectivity to other modes of transportation
- Promote congestion relief on the state's rail lines and on its interstate highway network
- Enhance rail safety and security, including Positive Train Control (PTC) measures



# **Goal #2 and Objectives**

Optimize Nevada's Rail Potential to Effectively Address Social, Economic, Environmental, and Energy Effects.

- Plan for high-speed passenger rail services
- Address the potential for trade and economic development
- Realize positive air quality gains and reduce energy consumption with effective passenger and freight rail operations
- Maximize sustainability



# **Goal #3 and Objectives**

Develop an Organizational Structure and Strategies Yielding a Streamlined Process for Implementing Nevada's Rail Transportation Improvements.

- Identify and prioritize rail infrastructure improvements
- Identify funding strategies for rail improvements
- Prepare an organizational chart and legislative procedures to accomplish rail improvements



# For More Information

Rail Plan Comments/Questions: Mike McCarley, Jacobs, (702) 938-5570 mike.mccarley@jacobs.com

NDOT Comments/Questions: Matthew Furedy, NDOT, (775) 888-7353 mfuredy@dot.state.nv.us





# Thank You!

www.nvrailplan.com





# Nevada State Rail Plan

SNRPC Meeting July 2011

Enhancing Rail Infrastructure and Services to Fulfill Nevada's Transportation Needs





# Why a State Rail Plan?

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Key Rail	Plan	las	ks a	nd S	che	dul
Key Tasks	2010 4 <sup>th</sup> Q	2011 1 <sup>st</sup> Q	2011 2 <sup>nd</sup> Q	2011 3 <sup>rd</sup> Q	2011 4 <sup>th</sup> Q	2012 1 <sup>st</sup> Q
✓ Provide Outreach Program		Rou	nd #1	n-going —	Round #2 -	
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## Thank You!

www.nvrailplan.com



## G. Project UbX Division Websites



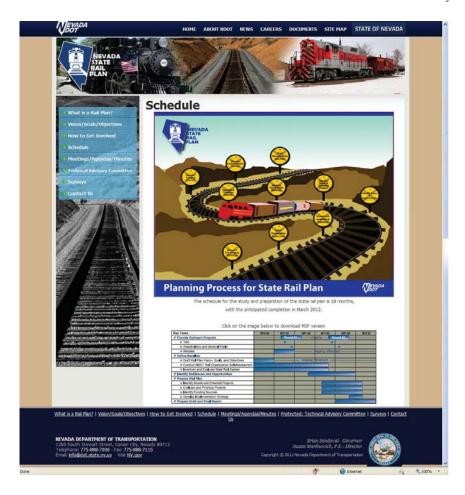
#### Nevada State Rail Plan Project Website

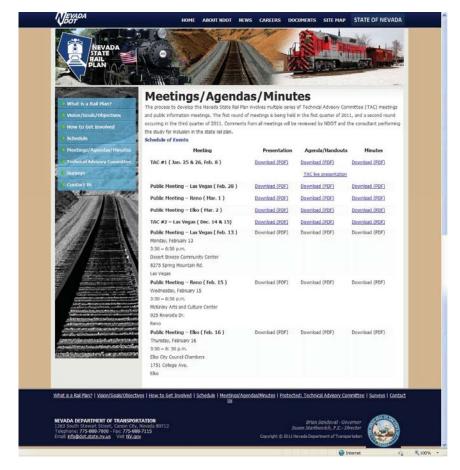








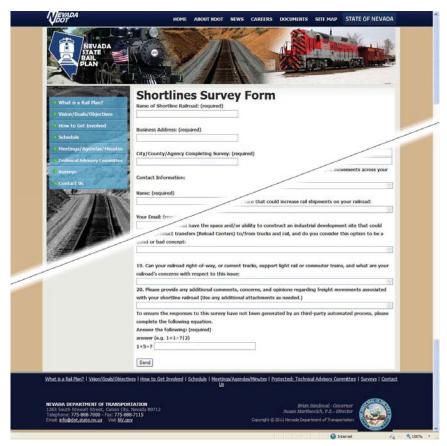


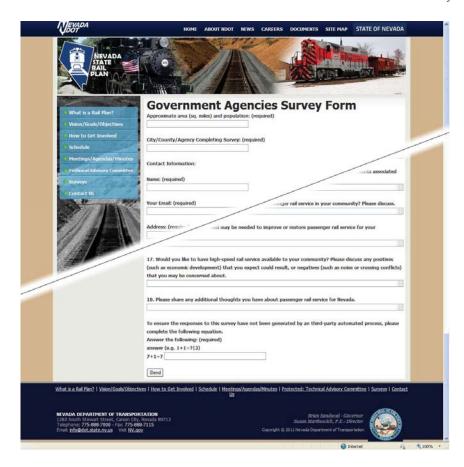


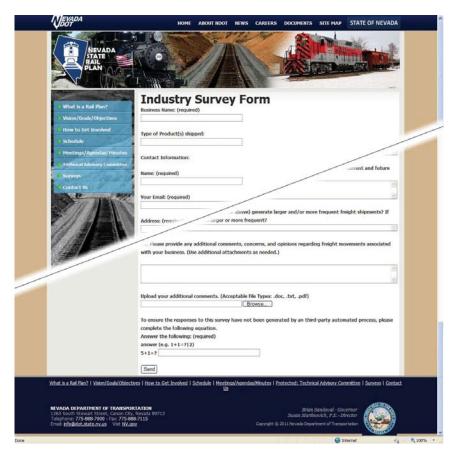




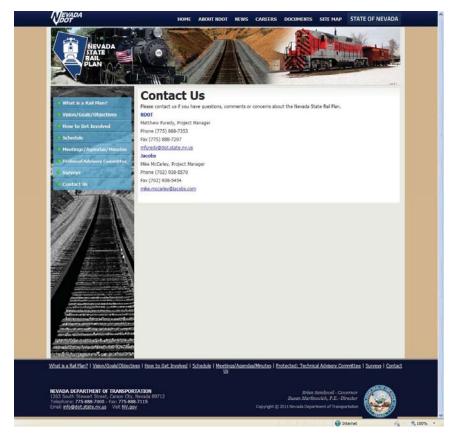




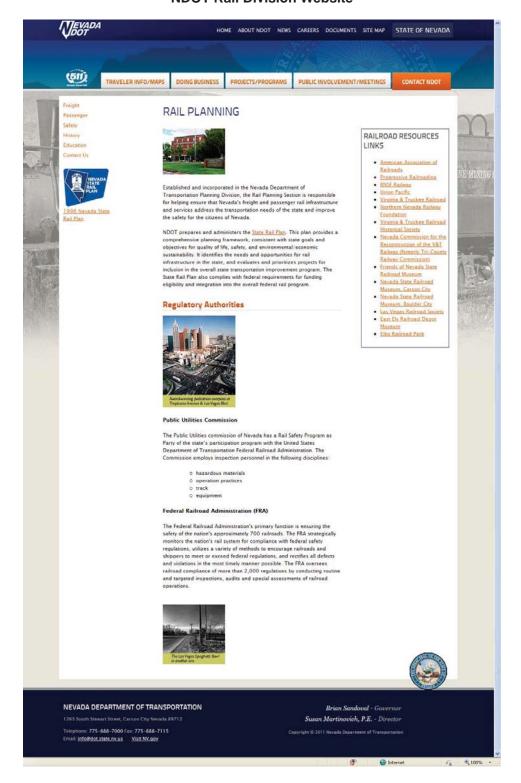


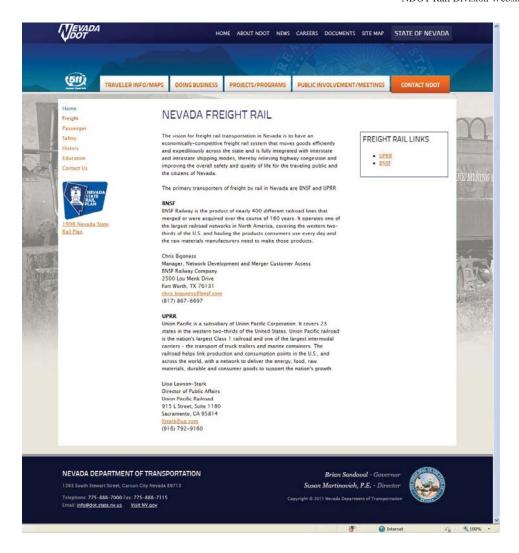


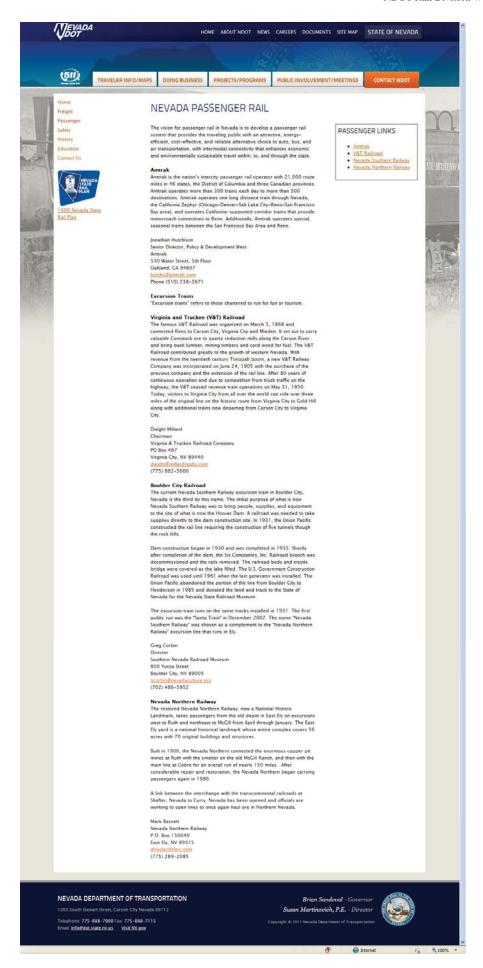


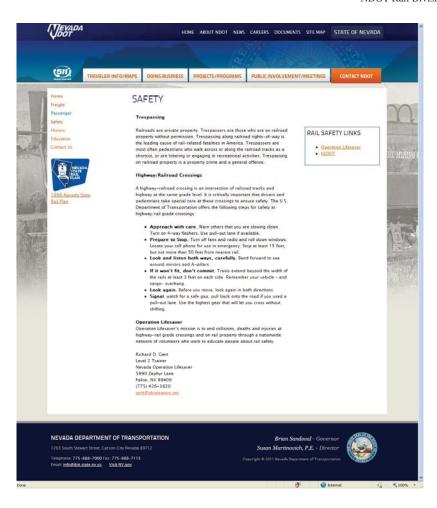


#### **NDOT Rail Division Website**

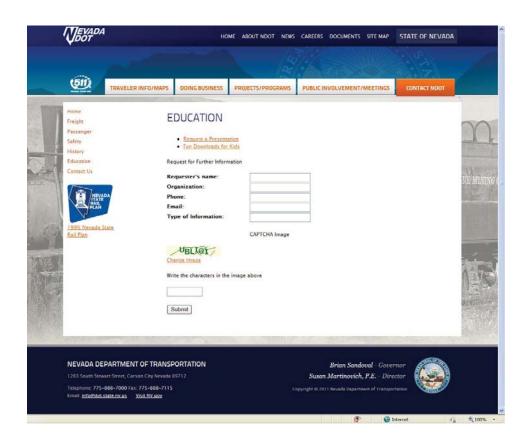


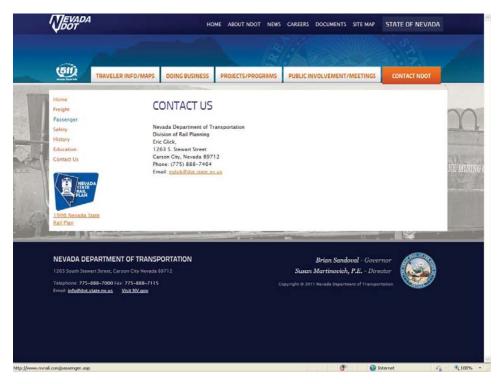












# H. Official Public Meeting Transcripts



Page 1

NEVADA STATE RAIL PLAN PUBLIC MEETING

HELD ON FEBRUARY 28, 2011

AT HOWARD WASDEN ELEMENTARY SCHOOL

2831 PALOMINO LANE

LAS VEGAS, NEVADA

4:00 P.M.

Reported by: Julie M. Lever,

RPR, CCR 582

Page 2 1 MS. MAXEY: Good evening. I will wait 2 for everyone to get seated. Then we will go ahead and do the presentation tonight for the 3 4 Nevada State Rail Plan. 5 Thank you for coming out tonight. My name is Julie Maxey. I'm the public hearing 6 officer for the Nevada Department of 7 Transportation. 8 With me tonight is Matt Furedy. He's 9 the project manager for the Nevada State Rail 10 11 Plan. In a few minutes he will be introducing 12 his team and discussing the plan that he has or that they've been going over for the past few 13 14 months. 15 Before we get started, we've got a couple of things, exits to the back and over here 16 to my right, restrooms towards the back as well. 17 18 I have a court reporter here tonight. She will take down your questions and comments 19 verbatim. At the end of the presentation we will 20 21 a short Q and A. 22 With that, I will go ahead and turn it over to Matt and he will introduce his team. 23 24 Thank you. MR. FUREDY: Thank you, Julie. Well, I 25

Page 3 1 would like to say welcome everyone. Like she 2 said, I am Matthew Furedy, the project manager for the rail plan with the Nevada Department of 3 Transportation. 4 5 The passenger -- I would like to say a few things about the plan first before I 6 introduce our team. The Passenger Rail 7 Investment and Improvement Act of 2008, the PRIA 8 9 Act requires states to create a state rail plan in order to get funding for projects from federal 10 11 grants. In 2010, NDOT started the process to 12 begin to develop the state's long-range plan focused on freight and passenger rail. This plan 13 14 will have an emphasis on economic and environmental sustainability, identifying issues 15 needs and opportunities in how our system will 16 connect to other forms of transportation such as 17 18 buses, like the monorail for local transit. But all of this must be considered also 19 on a regional, regionally instead of just within 20 the state. Without reaching out to our 21 neighbors, we're not going to be able to 22 coordinate what we do along with what they do. 23 24 And other than having a general 25 direction, what is needed is input from people

Page 4 like you and from the people in the industry, the people who are affected by what we do over the next year. So starting tonight and throughout the entire process, you will be encouraged to give feedback, comments, ask questions of anybody who is working on the project, me or the people in the consultant team. There will be six public meetings in the beginning. This week there be three: one in Vegas, one in Reno, and one in Elko. And then near the end of the summer, maybe fall, near the end of our process, we are going to have three more public meetings in the same locations.

- 14 Now I would like to introduce my team.
- If they could stand when I call their name. 15
- 16 Eric Lake who is the program manager for aviation
- rail and freight for NDOT; also my boss, 17
- 18 Julie Maxey with NDOT.

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- MS. MAXEY: If I can interrupt for a 19
- minute. I would like to say during the Q and A, 20
- please state your name prior to asking your 21
- 22 question or making your comment.
- Ken Lambert who is the 23 MR. FUREDY:
- project manager for Jacobs who has been hired on 24
- by NDOT to assist in the developing of the plan. 25

Page 5 Other people with Jacobs are Angela Thens, 1 2 John McCarthy, and Darwin Desen who I will be turning over to now in order to make a 3 presentation. Thank you again for coming. 4 5 MR. DESEN: Thank you. As Matt said, my name is a Darwin Desen. I am with Jacobs, part of 6 the consultant team dealing with the state rail 7 plan. And as Matt kind of went over, the intent 8 of the state rail plan, it is really to position 9 the state of Nevada for future federal funding, 10 11 whether it's for passenger rail improvements, for 12 freight rail improvements. We're not here to pre-determine what those improvements are. 13 14 The intent is to look at the entire state rail infrastructure and the transportation 15 system as a whole and try to understand or get a 16 better understanding of where the problems are 17 18 and where the potential improvements could be. So what we're doing for a statewide 19 rail plan is to reach out to industry 20 stakeholders and the public and to get input into 21 that, what those state rail improvements or 22 issues and needs are. 23 So what we would like to talk about 24 here today is what the process of the next twelve 25

Page 6 months are for us or this state rail planning 1 2 process. So the three major steps that we will 3 go through, one which we have been engaged in over the last three months or so is defining the 4 vision, goals, and objectives for the state rail 5 for the state of Nevada in the state rail 6 7 planning process. The intent of the vision, goals, and 8 objectives is to provide quidance to the project 9 team as we move forward throughout the year. As 10 11 we get into the process a little bit later in the 12 year, we will check back into the vision, goals, and objectives that we set and look at the input 13 14 we received throughout that period of time and say, Are we meeting those goals and objectives or 15 do we need to revisit what those goals and 16 objectives really are? 17 18 The major effort of which we will go through is we will go through and do a statewide 19 rail inventory of the known infrastructure that 20 is currently in operation today. That will be a 21 literature search. We will conduct interviews 22 with industry providers, the Union Pacific 23 24 Railroad, other short line railroads, trucking 25 industries.

Page 7 1 We will send out the stakeholder 2 surveys to get input feedback from those stakeholders and we have developed a very long 3 list of those stakeholders that we will send the 4 5 surveys out to and from that list we will identify the select firms that we will go out and 6 actually hold one-on-one interviews with. 7 In addition to that, as part of what 8 9 we're doing tonight, the public outreach program, we would like to get input from the public. 10 11 those same surveys are available. We have those 12 with us tonight. We have those on our website which I will go over later. You can fill out the 13 14 surveys, send those back. 15 We also have comment cards specific to tonight's open house or, you know, for you to 16 just provide any comments that you have regarding 17 18 any statewide rail issue. Again, this is to kind of open the door 19 of what the public's interest is in the need for 20 the state rail and rail in the state of Nevada. 21 The bottom line goal is to from all 22 that input, from all of the stakeholder and 23 public input is to go through an analysis and 24 establish -- identify specific projects, 25

Page 8 establish priorities of those projects, identify 1 2 funding sources for those projects, and 3 ultimately come up with an overall plan for the 4 state. 5 There is no predetermined outcome. intent is truly get input and feedback from all 6 stakeholders and as much public input as we can. 7 So that's kind of an overview of what the process 8 9 is. The schedule of which we're under, we 10 11 started in the fourth quarter of 2010. We went through working with the DOT establishing the 12 vision, goals, and objectives for what this 13 14 program is and we are currently in round one of 15 the outreach program. 16 We've had our -- we have invited and held our TAC meetings, our technical advisory 17 18 group meetings, and we've gotten input from our TAC team. And now we're holding our first round 19 of public meetings. There will be two rounds of 20 21 both TAC meetings and public meetings and each round will consist of a meeting in Las Vegas, one 22 in Reno, and one out in Elko. 23 The reason for those locations is the 24 geographic difference, if you will, or just the 25

Page 9 distance between those three major geographic 1 2 areas within the state trying to cover all bases 3 and get as much input as we can. From that, again, you can kind of see 4 the bar chart which is the lower half of this. 5 We'll go through and conduct our work with the 6 Nevada DOT and kind of work through their 7 organizational process for identifying projects 8 and what they do to say, okay here's the project, 9 how do we go through and fund it and go to 10 11 construction and really get it implemented. 12 We will go through that entire process and with all of the input identify the 13 14 predominant issues out there and what the resolution might be for those issues and identify 15 discrete projects and, again, try to set 16 priorities. 17 18 Ultimately, what we're trying to get to is a final state rail plan by March of 2011. In 19 some of the materials that we've handed out to 20 21 everybody and on the boards that are around the room, we have the overall mission statement for 22 the rail program. Basically, what we will really 23 24 want from this is that the rail program will work 25 with the passenger and transportation

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- 1 stakeholders to develop and provide an enhanced
- 2 rail transportation infrastructure and services
- 3 that address the transportation needs of the
- 4 state, improve the overall quality of life,
- 5 safety, and environmental and economic
- 6 sustainability for the entire state.
- 7 I really don't want to bore you with me
- 8 reading the slide here, but we've got two vision
- 9 statements, one specific to passenger and one
- 10 specific to freight because they are two
- 11 completely different business forms.
- 12 For the passenger rail vision, the goal
- 13 here or the vision is to develop a passenger rail
- 14 system that provides to the traveling public with
- 15 an attractive energy efficient, cost effective,
- 16 reliable alternative choice to auto, bus, and
- 17 transportation with intermodal connectivity
- 18 throughout the state that enhances economic
- 19 environmental sustainability.
- 20 It's a very overall encompassing goal
- 21 here -- the freight rail vision to an
- 22 economically competitive freight rail system that
- 23 moves goods efficiently, expeditiously across the
- 24 state that is fully integrated with interstate
- 25 and intrastate shipping modes thereby relieving

Page 11 highway congestion, improve the overall safety 1 and quality of life for the traveling public and 2 the citizens of Nevada. 3 The freight transportation system and 4 5 the freight rail transportation system in this country is a privatized system. So our goal is 6 to work with those private entities, find out 7 where they have issues and understand how we can 8 9 help solve those problems and hope to improve the overall congestion within the state. 10 11 Our goals and objectives, we have three 12 major goals. One is to enhance the safety and efficiency of the state rail transportation 13 14 system. We have several bullets that kind of describe how we intend to get there. I really 15 16 don't want to bore you with me reading the slides again. 17 18 The second goal is to optimize Nevada's rail potential and effectively address social, 19 economic and environmental energy effects. 20 The third goal is to develop an 21 organizational structure and strategies yielding

a streamlined process for implementing Nevada's

rail transportation improvements.

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The third goal is specific to working

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- 1 with the Nevada DOT on their overall decision
- 2 making process and how they identify our project
- 3 from beginning to end and implementation.
- With that, I wanted to make sure that
- 5 everybody understands that we have put in place a
- 6 project specific website which is the
- 7 nvrailplan.com. On that website you can go on
- 8 and log any comment you may have for tonight's
- 9 presentation or anything as we go through the
- 10 process over the next twelve months. We
- 11 certainly would like to get whatever your input
- 12 is on what you think the needs are for the state
- 13 on passenger or freight rail improvements, what
- 14 the issues might be whether it's a single grade
- 15 crossing or it is an overall corridor issue.
- 16 We are certainly here tonight to take
- 17 any oral comments that you would like. Again, we
- 18 have a transcriber to take down those comments.
- 19 And we have comment forms here if you want to
- 20 fill out a comment form and leave them in the
- 21 box.
- 22 Again, the purpose for going out to the
- 23 public is to get input and direction from you on
- 24 what you think the needs of the state are
- 25 relative to rail transportation, whether it be

Page 13 1 passenger or freight. 2 With that, again, I would like to thank everybody for coming out tonight. We have 3 several people that Matt introduced that are 4 around the room that we can stick around and take 5 your comments and talk one-on-one. If there are 6 any comments that anybody would like to put out 7 for the floor right now? I would like to open the 8 9 floor up. 10 MR. GAMBLE: My name is Tom gamble. 11 live in Las Vegas. Are all of the stakeholders 12 -- we'll talk about passenger first. Are all of the stakeholders equal or are some more weighted? 13 14 I'm thinking specifically of Amtrac. Where do they fit in the picture as far as you guys are 15 16 concerned? MR. DESEN: Amtrac is a stakeholder. 17 18 Everybody is treated equally. Amtrac is one of the entities that we will not only send out the 19 written survey but will sit down and do a 20 21 one-on-one interview with. Obviously, when you talk about the 22 infrastructure and ownership, there is -- I don't 23 24 want to call it a weighting, but there is an ownership and then there are operations and who 25

Page 14 1 operates on that owned line. 2 So in our mind as we're going through the process, everybody is weighted equally as we 3 4 get further down the line. 5 MR. GAMBLE: A followup question? MR. DESEN: Absolutely. 6 7 MR. GAMBLE: For many years now Amtrac has been talking about, or people around Amtrac 8 track have been talking about running a train 9 from LA to Las Vegas eventually to Salt Lake 10 11 City. 12 The train does not exist. The last time it ran, I believe, was 1997. The reason it 13 14 doesn't is there is no money. And if there was money to put the train in, there are no people 15 that have used or demonstrated that they were 16 going to use the train. 17 18 So my question to you is this. We go through this process of trying to create this 19 rail plan, this rail study. At the end of the 20 day, there is no money to implement any of this 21 stuff. Are we here just spinning our wheels? Or 22 is there some mythical "golden pot" at the end of 23 rainbow that I am not aware of? 24 25 MR. DESEN: Well, again, as Matt talked

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- 1 to at the beginning of the presentation that the
- 2 Passenger Rail Infrastructure Improvement Act has
- 3 8.1 billion dollars that have been attributed to
- 4 just to rail transportation. Granted it is --
- 5 the intent is specific for high speed rail or
- 6 inner city passenger rail.
- 7 There are a lot of freight programs out
- 8 there that they are also using that money for
- 9 right now. The purpose for developing the plan,
- 10 again, is to position the state of Nevada for
- 11 potential federal funds. The intent of the
- 12 effort is to identify the need.
- 13 If there isn't an overarching need for
- 14 passenger service along any particular corridor,
- 15 then there would be no purpose to put it in the
- 16 plan. Does that answer your question?
- 17 MR. GAMBLE: Well, I understand the
- 18 answer and the answer to your question is no.
- MR. DESEN: Okay. Yes, ma'am.
- 20 MS. PIXLEY: My name is Judy Pixley, and
- 21 I've been a resident of Las Vegas for over sixty
- 22 years. So I've seen a lot, a lot of growth. And
- 23 number one, I have asthma and my son has asthma.
- 24 I know other children and people who have
- 25 breathing problems.

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1	One thing I would like for everyone to
2	consider here is air quality because a lot of
3	kids have breathing problems these days and they
4	didn't years ago. So I would like you to
5	consider especially air quality in the Las Vegas
6	valley because sometimes it packs in and it gets
7	to be very difficult to breathe if you have
8	respiratory problems. So air quality is a big
9	issue for me.
10	And I do live along the freeway which,
11	unfortunately, I didn't move. And I have been
12	there a long time. I don't know if I'm going to
13	be able to move up higher. But, I mean, there
14	are people who live right there next to the
15	freeway and we have a lot of pollution. So I
16	don't know what you can do about that, but I
17	would like it to be a big consideration.
18	And I have another issue and that is
19	the future, the potential future of hauling
20	either high-level or low-level nuclear waste. I
21	believe we do haul low-level nuclear waste in the
22	state of Nevada. And for now Yucca Mountain is
23	kind of on hold. But there is potential for that
24	to change and I would like full disclosure to the
25	public should the rail lines and the preparations

- 1 made to set where those rail lines go and
- 2 everything.
- I think that the public should know if
- 4 it's going to haul nuclear waste of any form in
- 5 the future or any other very hazardous waste, for
- 6 that matter. I would say that high-level, low-
- 7 level or other forms of the hazardous waste is an
- 8 issue and there should be disclosure.
- 9 Also, when we make these corridors for
- 10 improvement, and I'm not saying that they're not
- 11 needed, very often they are, but we have eminent
- 12 domain issues where we have to force people from
- 13 their homes, sometimes their business, sometimes
- 14 their livelihood that they've had for years and
- 15 years. And I think that the people early on
- 16 should be notified if there is potential for
- 17 eminent domain along the corridors, if they're
- 18 going to lose their properties.
- 19 I think that they should be properly
- 20 notified individually at some point and far
- 21 enough so that it doesn't come as a terrible
- 22 shock to them. And I think that it should be --
- 23 I know we have problems with money right now, but
- 24 they should be fairly compensated if they are
- 25 forced off of their land.

Page 18 Also, I think it would be nice when we 1 2 make corridors or make plans that there should definitely be a solid need from getting to point 3 one to point two. I don't know if going to 4 Victorville is on too many peoples' mind. I 5 think there should be all the way to LA, a 6 partial highway -- I mean a high speed rail. 7 I don't know if it makes sense. You 8 9 need to have enough people to use something so that it will at least kind of pay for itself. 10 11 There needs to be -- I think from LA to Las 12 Vegas, there is a lot of need but it needs to go all the way to LA if they do something like that. 13 14 MR. DESEN: If I may address your comments. The overall purpose of the plan is to 15 enhance the movability of the citizens of Nevada. 16 Air quality is certainly an issue. We're not 17 18 going to solve that specifically with this study but identifying the needs of the state as far as 19 whether it's passenger service or freight rail 20 21 improvements, getting trucks off the highways, congestion mitigation. Those are all things that 22 are certainly going to be considered. 23 24 The main focus here is to identify projects that the state and the citizens of 25

- 1 Nevada and the state believe are most beneficial
- 2 to the overall state for transportation. Set the
- 3 priorities, identify funding streams and have a
- 4 plan, basically. So it's to improve the quality
- 5 of life. That's one of our overall goals.
- 6 As far as notification for just
- 7 compensation to move for a specific corridor,
- 8 this study will not address that. There are
- 9 certain policies within the state and that's not
- 10 what this study is for. I agree with your
- 11 comment but that's not what this study is for.
- 12 Yes, sir.
- 13 MR. FISHER: Hi. Patrick Fisher.
- 14 What are the most important factors
- 15 that NDOT will be using when evaluating and
- 16 prioritizing passenger rail projects?
- MR. DESEN: Well, part of the reason
- 18 for getting a technical advisory committee on
- 19 board is help us put together a decision matrix
- 20 of how we establish what the priorities are for
- 21 passenger service, how do we analyze what is the
- 22 most important when we're looking at passenger
- 23 service.
- I mean, the no brainer part of it is,
- 25 like you say, having a destination, or origin and

- 1 a destination and a need to move people between
- 2 those two origin and destination points.
- 3 All of the other things that go into
- 4 evaluating that, those are things that we still
- 5 have yet to develop. That is the purpose for
- 6 bringing onboard a technical advisory committee.
- 7 So it is not just a project team that comes up
- 8 with a way of analyzing that. It is industry
- 9 professionals, not only operating stakeholders
- 10 but people who represent the public entities so
- 11 we can come together as a team and identify what
- 12 that goal decision process is.
- 13 So we have yet to develop that. That
- 14 is when we come back for our second round of
- 15 public meetings, that is our intent is to present
- 16 how we, what we came up with and how went through
- 17 that decision process.
- 18 Does that kind of answer your question?
- 19 MR. FISHER: Yes.
- 20 THE COURT: Yes sir.
- 21 MR. EVANS: Sean Evans. Sir, I'm
- 22 familiar with Jacobs. could you give us some
- 23 background on what Jacobs stands for, who
- 24 Jacobs is?
- MR. LAMBERT: Jacobs is a multi-

Page 21 disciplined engineering architectural firm that 1 2 we provide services from drought, AE industry, transportation, building programs. Can you help 3 me out better with this? This might be a better 4 5 question for Matt since he picked this. We're were procured by NDOT. They went 6 through a competitive qualifications base 7 selection process to procure a firm, consulting 8 firm with expertise around rail planning. That's 9 how they selected Jacobs to do the work. Darwin 10 11 told you a little bit about our firm, but that is 12 how NDOT procured us to assist them with this effort. 13 14 MR. EVANS: Is this a Nevada 15 corporation? 16 MR. LAMBERT: We have offices, two offices in Nevada. Our headquarters is in 17 18 Pasadena, California. But we have offices in 100 countries throughout the world, 53,000 employees. 19 20 MR. DESEN: Did that answer your 21 question, sir? 22 MR. EVANS: Yes. Thank you. 23 MR. DESEN: Yes, sir. 24 MR. HOLT: My name is Richard Holt. I'm in Las Vegas. I've been here five years. 25 Ι

- 1 come from Michigan. I guess my question is
- 2 around how the public will have access to input
- 3 on this. I don't worry quite so much about the
- 4 corporations because I've seen that they're able
- 5 to do what they want to do.
- 6 From my hotel, I watched a big train
- 7 roll in in the middle of night. I assume they
- 8 were packed with strawberries and steaks and
- 9 pineapples and so on, but I didn't see a lot of
- 10 passengers coming in.
- 11 And I know that if you try to go back
- 12 to California over the weekend, sometimes the
- 13 traffic goes like two miles an hour. I can't
- 14 help but think a lot of those people wouldn't
- 15 mind being on a train taking a nap, but I just
- 16 wonder if they are going to have equal access to
- 17 this input as the corporations.
- 18 In Michigan, they had a train system in
- 19 the thirties and forties that was electric and it
- 20 went as far as 25 miles out of Detroit out into
- 21 the farmland, picked up people, brought them
- 22 downtown. It went all through the downtown
- 23 Detroit area and it still runs today. The same
- 24 train is running.
- 25 Maybe you know about the train I'm

- 1 talking about. It was purchased with the help of
- 2 General Motors and shipped to Mexico City,
- 3 Mexico, to get it out of here so they could build
- 4 highways. That point stands for itself.
- 5 So the corporations are going to have a
- 6 lot of input no matter what, but if I want to get
- 7 on the train to go to Salt Lake City, I have to
- 8 go like to Kingman, leave my car there. And I
- 9 keep thinking why is that?
- 10 MR. DESEN: I understand your concern
- 11 as far as will the public have as much input as
- 12 the private corporations. As we're going out and
- 13 we're touching industry stakeholders because we
- 14 have gone through and we've identified a number
- 15 of stakeholders throughout the state and
- 16 throughout the nation that are involved like you
- 17 and Amtrac, and we will solicit their input.
- 18 The public is a little bit more
- 19 difficult as you can imagine. The intent of
- 20 these public meetings is to solicit input to get
- 21 the message out. I can't send a questionnaire out
- 22 to every individual in the state of Nevada, but
- 23 the intent is get the word. We opened up the
- 24 project website. We certainly want input from
- 25 anybody that we can get input from.

Page 24 The focus of the state rail plan is if 1 there is an overwhelming need for something that 2 we get into, at least we heard it. We can get 3 into the analysis and identify what that is. 4 MR. HOLT: Well, just as a followup. 5 is difficult after seeing how they have handled 6 the gold mining in this state. If anybody wants 7 to look up the amount of gold that comes out of 8 9 the ground here every year compared to California and Alaska, it is like 100 times as much here. 10 11 They pay almost no taxes and they are foreign 12 companies that are pulling money out. I don't think there was any public 13 input into that, yet it goes on and on. I don't 14 get this closing down hospitals when the taxes 15 should be collected. And, you know, it is way 16 off the subject but. 17 18 MR. DESEN: Well, one of the focuses of the Federal Program Passenger Rail and 19 Infrastructure Improvement Act is it is truly 20 focused on passenger service, high-speed rail 21 inner passenger rail, which is the majority of 22 reason why most of the states are really 23 24 embarking on establishing the state rev line.

But that's part of the equation.

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- 1 There is also a very robust freight rail system
- 2 in every state. We move a lot of goods
- 3 nationwide on our freight rail system. And you
- 4 can't expect to go out there and say, okay, we're
- 5 also going to run a robust passenger service on
- 6 that same rail line without doing anything to
- 7 improve it.
- 8 So, again, the intent here is to get
- 9 the word out, get input not only stakeholders,
- 10 industrywide stakeholders, public stakeholders
- 11 and public individuals like yourself to
- 12 understand what the need of the state is, what
- 13 the need of the region is and try to put that
- 14 into some context of prioritization and come up
- 15 with a plan for the state.
- 16 Yes, ma'am.
- 17 UNIDENTIFIED SPEAKER: I also am
- 18 originally from Michigan. We have Amtrac in
- 19 Michigan, but they share the rail line with the
- 20 freight trains. So you can get on a train in
- 21 Chicago. It could be nine and a half, eleven and
- 22 a half, twelve hours later before you would roll
- 23 into Grand Rapids because they have, the freight
- 24 trains have priority on those tracks.
- 25 So I can see the advantage to building

- 1 tracks that would have two lines on them, but I
- 2 don't want to share the lines if I'm a passenger
- 3 with those freight trains. We just don't get
- 4 anywhere and then you ridership falls down. And
- 5 then they go, oh, we got a passenger train that
- 6 doesn't pay for itself. Nobody wants to take it.
- 7 It takes too long to get anywhere. That is my
- 8 Amtrac experience in Michigan.
- 9 MR. DESEN: Yes, ma'am. Again, the
- 10 reason, one of the reasons why PRIA was
- 11 established is because Amtrac has had such a
- 12 degradation in service over the years. And
- 13 really nobody has come up with a better way at
- 14 this point in time.
- The prioritization of the freight
- 16 railroads, they truly have a business to run.
- 17 They own the rail lines. And they really
- 18 shouldn't be frowned upon. They're doing a great
- 19 moving goods we all use every day. So how do we
- 20 move passengers on passenger rail? That's what
- 21 we're here to try to figure out.
- Yes, ma'am.
- MS. KERN: I just want to make a
- 24 statement. My name is Cory Lynn Kern. And I
- 25 don't think this is any statement that anybody in

- 1 this room is not aware of, but on a monorail
- 2 system that does not connect to the local areas
- 3 is a monorail system that goes nowhere. You
- 4 could take a system from Las Vegas to Los Angeles
- 5 and if you don't have anything locally for it to
- 6 connect to, people come here and they're dropped
- 7 off to rent a car, try to find a bus.
- 8 So I think you have to when we're
- 9 developing this project, I think with need to
- 10 also develop the inner city project right along
- 11 with it. I mean, Las Vegas is large. There
- 12 probably should be a spur that goes out to
- 13 Summerlin, Green Valley, Boulder City, North Las
- 14 Vegas.
- 15 I mean, these are all big places, a lot
- 16 of population. We have over two million people
- 17 here. We need to be servicing them in order to
- 18 make a difference in the quality of life in this
- 19 area.
- 20 MR. DESEN: I agree. That is the
- 21 overall intent here is to improve the quality of
- 22 life throughout the state. For any specific
- 23 passenger rail, monorail project, whatever it is,
- 24 this study will not come up and say, okay, this
- is the project and here is how we're going to

- 1 build this project from point A to point B in the
- 2 exact alignment that it needs to do.
- 3 The intent is to identify the discrete
- 4 projects. Maybe point A and point B, all of the
- 5 details between point A and point B and where
- 6 they connect at point A and point B are for
- 7 future projects, seriously. That is another
- 8 study, another effort. But I agree with you
- 9 completely. And that is the intent of PRIA is
- 10 unless that discrete inner city passenger service
- 11 has intermodal connectivity, you really don't
- 12 have a project. You are dropping everybody off
- on the street corner and then what do they do?
- 14 Honestly, you think about it, it is
- 15 really no different than your airport sub. You
- 16 get off the plane, you need a way to get around.
- 17 So all the rental car service is built up around
- 18 it. So all that had to be planned out, too. So,
- 19 again, we have to get there.
- Yes, sir.
- 21 MR. FISHER: Patrick Fisher, again. My
- 22 question is, I know there is competing
- 23 technology, MAGLEV and steel-on-steel technology.
- 24 So if in an engineer from MAGLEV says we think
- 25 ours is better than steel-on-steel -- I believe

Page 29 1 Jacobs is the firm that is advising, the advisory technical advisory committee. 2 My question is how does TAC verify the 3 information from one engineer is good? Do they 4 go out and talk to FRA? Does FRA have any 5 MAGLEV Engineers on staff? Does NDOT have MAGLEV 6 Engineers on staff? How do they go out and 7 verify? Or steel on steel? 8 9 MR. DESEN: The technical advisory committee that we have for this project has 10 11 industry professionals not only from MAGLEV, not 12 only from the steel, high speed rail, from the freight industry, from the trucking industry. 13 14 they all have varying degrees of experience. We're really not here to debate which 15 16 project, whether it is MAGLEV or it's high speed rail, which one is better. The intent here is to 17 18 identify, is there a need to go from point A to point B, and what that need is. And then how do 19 we best solve that need. 20 21 The exact project is again another project beyond the state. 22 23 MR. FISHER: Can I ask a further 24 question? 25 MR. DESEN: Sure.

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1 MR. FISHER: The state has projected 2 that ridership numbers fall short, okay? Is the project going to be abandoned or are federal 3 funds, state funds going to come and supplement 4 this ridership, the actual process of a train 5 going back and forth? 6 MR. DESEN: Well, that's part of the 7 answer we're trying to -- part of the question 8 9 we're trying to answer. You know, how do you -if you have a project that there is truly a need 10 11 to go from point A to point B to move passengers or freight, whatever it is, and it's going to 12 cost X, how do we fund it? 13 14 There are varying possibilities out there. Part of it is federal. Part of it is 15 16 state. Part of it is private. Honestly, until we can identify those discrete projects, you 17 18 can't really come up with a plan on how to do that yet. So that's part of the equation we are 19 getting to over the next twelve months. 20 21 Yes, sir. 22 MR. ORNDOFF: Are you guys meeting with any of the developers of high speed rail from 23 other countries? Are you bringing them in with 24 25 their ideas? Because you are working with a bunch

- 1 of dinosaurs that have been around since the
- 2 1800s? They aren't forward thinking. We need to
- 3 get people with ideas that are fresh.
- 4 You need to have a freight system that
- 5 incorporates passenger and freight together where
- 6 someone drives their car onto a flat car, they
- 7 chain their car down. They take their car with
- 8 them. They go to Las Vegas, they got their car.
- 9 When they want to go somewhere, they go
- 10 somewhere. They get back on the train, they pull
- on, they take it off. Wherever they are wanting
- 12 to go, their car goes with them.
- 13 They charge them a fee for it. They
- 14 get -- you know, no one is forward thinking
- 15 around here. I don't know. Why haven't we had
- 16 meetings with the Japanese or the Chinese that
- 17 have got these systems in place and ask them what
- 18 are their problems? Where are their downfalls?
- In other words, why are we working with
- 20 so many people that are thinking in the 1800s?
- 21 And why do we have to depend on the federal
- 22 government to subsidize everything? We need
- 23 people with money that are entrepreneurs who are
- 24 going to come in here and they are going to say,
- 25 okay, I can make this.

Page 32 1 There are seven million people that go 2 back and forth to LA every year. Why can't we incorporate something along that line that is 3 going to get those cars off the road and clean up 4 5 our air? You can start with a line that runs 6 from Boulder City to Las Vegas. I mean, even if 7 you do come up with a good project, who is to say 8 they're even going to listen to you? I mean, if 9 you don't have their ear, how are you going to 10 11 incorporate a good project? 12 MR. DESEN: Again, I hate to keep going back to this, but the intent of this overall plan 13 14 is to identify the need and prioritize those needs and the overall solution, identify funding 15 16 sources. But the specific solution to whether it's passenger service or freight improvement, is 17 18 to be determined beyond this study. From a freight perspective if there is 19 a specific bottle neck location that rates can't 20 solve for one reason or another, we can identify 21 it, put together at least what the funding costs 22 might be and what the potential funding sources 23 could be to solve it, and then identify what the 24 potential benefit is to the citizens of the state 25

Page 33 1 of Nevada. 2 From a passenger perspective, if the overall need is identified for a specific 3 corridor, then by all means that potential 4 project exists, but the exact technology is 5 beyond the scope of this project. 6 So when you talk about meeting with 7 representatives from other countries for specific 8 technologies, that is a follow-on effort beyond 9 This effort is to identify the need and 10 11 prioritization within the state for an overall 12 plan. MR. ORNDOFF: I think the need is we 13 14 need jobs and you create jobs by creating projects. Then if you've got people that have 15 got money, they're going to create a project that 16 there is a place they can make money, you know. 17 18 You can study something to death, do something. Have you met with the main rail 19 carriers so that they're going to come in here 20 and they're going to cooperate, they are going to 21 put some money down? 22 23 They have got every other mile given to them of square mile of land where they built the 24 transcontinental railroad. They've been 25

- 1 subsidized ever since and now they are
- 2 billionaires that have been selling off that land
- 3 for years and yet we're still subsidizing them.
- 4 And they don't do anything they don't
- 5 want to do. I have tried to work with the
- 6 railroads on getting spur lines put in for
- 7 people. They just, they're very bull headed.
- 8 So if you bring in other people that
- 9 are going to be competitors and you say, hey,
- 10 we're going to work with you, get you the
- 11 right-of-way to run along I-15, you are going to
- 12 be doing a 300-mile-an-hour train from here to
- 13 Anaheim, and we're going to bend over backwards
- 14 to get it on, you know, they could say, well,
- 15 this is our problem that we have or this is what
- 16 they need.
- 17 Unless you identify what the problems
- 18 are, you can't ever come up with a solution.
- 19 MR. DESEN: Honestly, I don't have an
- 20 answer on that one for you, sir.
- 21 MR. ORNDOFF: Let's just study it a
- 22 while longer until we run out of money.
- MR. DESEN: Your question really
- 24 involves two different types of technology which
- 25 cannot be mixed. And I mean, through high speed

Page 35 1 rail --2 MR. ORNDOFF: They said we couldn't fly. They said we couldn't go to the moon. You 3 are saying it can't be mixed. It can be. 4 Americans can do it. We can do it. We need to 5 open up a little bit more communication with the 6 other countries that have got these high speed 7 rails in place and see what the real problems 8 9 are. 10 THE COURT REPORTER: I need your name, 11 please. MR. ORNDOFF: Jim Orndoff. 12 13 THE COURT REPORTER: Thank you. 14 MR. DESEN: I would to take one more 15 question, then we would like to open it up to just walk around the room and viewing the boards. 16 If you have questions for the project team, 17 18 certainly stick around and they will answer questions that way. Is there another question? 19 20 Yes, sir. 21 MR. GAMBLE: Tom Gamble again. understand what you've been describing about the 22 process of this, and we are evaluating whether 23 it's passenger or freight. At the end of the 24 day, you have got the report in hand and I don't 25

- 1 think there is anybody in this room who wouldn't
- 2 love to see passenger trains many times a day
- 3 going between here and LA. So there is a need.
- 4 We all agree with that.
- 5 But at the end of your report, you
- 6 can't justify the cost. I know it and you
- 7 probably know it. My question is, is this report
- 8 willing to say that this is good to have, love to
- 9 have, really want to have, but we can't do it?
- 10 Will you say that or not?
- 11 MR. DESEN: Let's get through our
- 12 process, sir, and we'll see where it goes.
- 13 MR. GAMBLE: Take it away from the
- 14 passenger train and talk about a grade crossing,
- or any of the other little things that you want
- 16 to discuss. If something is not economically
- 17 viable at the end of your study, will you say so?
- 18 MR. DESEN: Absolutely.
- MR. GAMBLE: Okay. Thank you.
- 20 MR FUREDY: So with that I would like to
- 21 open it up and by all means stick around. We've
- 22 got several people here who can talk one-on-one
- 23 if you would like to. And, again, we have
- 24 comment cards. If you would like to fill out a
- 25 comment card and leave it, we would certainly

		Page	37
1	love to hear your opinion. Okay.	1 490	<i>J</i> ,
2	(Whereupon, the Q and A meeting was		
3	adjourned at 7:00 p.m.)		
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 1
                  CERTIFICATE OF REPORTER
 2
      STATE OF NEVADA )
 3
      COUNTY OF CLARK )
 4
 5
                 I, Julie M. Lever, Certified Court
 6
      Reporter, do hereby certify:
 7
 8
                 That I reported in shorthand
      (Stenotype) the proceedings had in the
 9
      above-entitled matter at the place and date
10
11
      indicated.
12
                 That I thereafter transcribed my said
13
      shorthand notes into typewriting, and that the
      typewritten transcript is a complete, true and
14
      accurate transcription of my said shorthand
15
16
      notes.
17
                 IN WITNESS WHEREOF, I have set my hand
18
      in my office in the County of Clark, State of
19
20
      Nevada, this 17th day of March, 2011.
21
22
              JULIE M. LEVER, RPR, CCR NO.: 582
23
24
25
```

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# STATE OF NEVADA DEPARTMENT OF TRANSPORTATION

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NEVADA STATE RAIL PUBLIC INFORMATION MEETING

March 1, 2011 Reno, Nevada

Reported by: Karen Bryson

Certified Court Reporter #120

		Page	2
1	APPEARANCES		
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3			
4	PRESENTATION BY:		
5	MATTHEW D. FUREDY,		
	Project Manager, State of Nevada		
6	Department of Transportation		
7			
	DARWIN R. DESEN, PE		
8	Senior Project Manager, Jacobs		
9			
	KEN LAMBERT, PE		
10	Nevada Business Lead, Jacobs		
11			
	ALSO PRESENT:		
12			
	JULIE ANN MAXEY,		
13	Hearings Officer, NDOT		
14	ANGELA THENS		
	Jacobs		
15			
	CINDY TIBBS		
16	Jacobs		
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	Page 3
1	RENO, NEVADA, TUESDAY, MARCH 11, 2011; 5:30 P.M.
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2	
3	MR. FUREDY: I'm Matthew Furedy from Nevada
4	Department of Transportation. I've been with them since
5	2006. I do aviation and I do rail. I've been an airport
6	inspector for the entire state. I've also worked at
7	several airports, one was St. Louis International Airport,
8	and I just recently started to work on rail, project
9	manager for both MAGLEV and DesertXpress projects for at
10	least the stateside.
11	The Passenger Rail Investment and Improvement
12	Act of 2008 requires states to put together a state rail
13	plan in order to get federal grants. In 2009 I think we
14	started this process, and it wasn't until probably I think
15	early 2010 that we hired Jacobs as a consulting firm in
16	order to help us with the rail plan.
17	It was a qualification-based competition.
18	Ken, would you like to say something about
19	Jacobs?
20	MR. LAMBERT: Okay.
21	MR. FUREDY: Let us know what Jacobs is?
22	MR. LAMBERT: Sure, Matt.
23	As Matt said, we're a I'm Ken Lambert, I'm a
24	project manager for this project with Jacobs. We're
25	helping NDOT out with the state rail plan. Our company is

	Page 4
1	a large, multi-disciplined architectural, engineering, and
2	construction management company. We have two offices in
3	Nevada, one up north at Damonte Ranch and one down south
4	in Las Vegas.
5	We're really excited to be here and be helping
6	out NDOT. They selected us through a qualifications-based
7	selection process in response to a proposal. We've done
8	quite a bit of work around the state rail specific. We
9	were your construction manager on the RE-TRAC project in
10	Reno, and we had the pleasure of working with
11	Mr. Dorr on the V&T Railroad doing the tunnel portals and
12	the bridge design over Highway 50.
13	So pleased to be here and to help the
14	department and to do what we can to advance this rail
15	planning effort.
16	MR. FUREDY: Thanks, Ken.
17	This plan that we'll be doing over, it's an
18	18-month process. Like she like Julie said, we're five
19	months into it. So just about this time next year we'll
20	probably have a draft ready for review.
21	It's going to have an emphasis on economic and
22	environmental sustainability, identifying issues, needs
23	and opportunities within the state, and how our system
24	connects to other forms of transportation.
25	All of this though will have to be looked at as

Page 5 a regional plan and not just within our state. So we've 1 been reaching out to other states that surround us in 2 3 order to get their cooperation and input. Other than having a general direction though, 4 what is needed is input from the citizens and from the 5 industry in order to get comments and/or questions from 6 those who are going to be most effected by what we do over 7 the next year. 8 So starting tonight -- or, actually, last 9 night, and throughout the entire process you'll be 10 11 encouraged to give us feedback, give us comments, and how 12 you would like to see this plan unfold. There'll be six meetings, three this week for 13 14 public meetings, three this week, with one in Vegas, which was last night, one tonight, and there'll be one tomorrow 15 16 night in Elko. And then near the end of the summer, maybe fall, we're going to -- after we have something that we 17 18 can come back to you with, we're going to have a second 19 set of public meetings in the same places. 20 Right now -- wait. Oh, also, before we -- I turn this over to Jacobs to do their presentation, I'd 21 like to kind of state what this meeting is not, and what 22 this plan is not. 23 24 We're not necessarily going to weigh technologies or weigh different projects. Actually that's 25

Page 6 not necessarily true. We're going to prioritize. But 1 2 it's -- we're not studying those projects in depth. is more of a what is needed like to get from A to B, do you need a certain rail system to get there, what is 4 needed. It's looking at the needs of the state 5 6 necessarily. I'd like to introduce our team. Eric Glick, 7 which some of you got the chance to meet before he left, 8 is my boss, works for NDOT; Ken Lambert, the project 9 manager for Jacobs; also with Jacobs is Darwin, Desen? 10 11 MR. DESEN: Desen. 12 MR. FUREDY: Desen. Angela Thens, and Cindy. I speak in front of people all the time as you can 13 14 tell. And Julie Maxey is with NDOT, and she is our public information officer --15 16 MS. MAXEY: Public hearings. MR. FUREDY: Public hearings, yes. 17 18 And, Darwin? Thanks, Matt. 19 MR. DESEN: 20 As Matt said, the reason for doing the Nevada Statewide Rail Plan is because of the federal government's 21 PRIA requirements to do a federal rail program of which 22 all the states, they're wanting input from all the states 23 to what their prioritization of projects and how they're 24 addressing the needs of the states with respect to rail. 25

	Page 7
1	So what we have embarked on as the project team
2	is to go through a process of studying the state's rail
3	infrastructure, meeting with stakeholders, which we have
4	developed a very lengthy list of stakeholders, including
5	operators, trucking industry, you know, business
6	enterprises, individuals from the public sector, getting
7	their input as stakeholders within the state. And also
8	from that group we have selected a technical advisory
9	committee.
10	Preceding this public meeting we met with
11	those we had three two meetings with the technical
12	advisory committee. And, you know, we're getting select
13	input from them as operators and people who are very
14	astute about what the needs of the state are. Trying to
15	get the direction of what this state rail plan needs to
16	be.
17	The purpose for going out to the public is
18	since we don't have the public's you know, we don't
19	have a direct contact with every individual in the state,
20	we're trying to get public input through public meetings
21	like this to get what concerns are and what the needs are
22	throughout the state.
23	I'll go through as far as contact from a
24	website that we've created for this project, and, really,
25	the input the intent of tonight's meeting and this

Page 8 three-night process for this week is to really get the 1 2 information out there. We're starting the process. We're 3 going to go through -- it's an 18-month contract, which 4 we're five months into. 5 The intent is to have a draft state rail plan of the spring of next year, roughly around March. So, 6 again, the intent tonight is really just to kind of sell 7 the message, here's what we're doing, kind of educate 8 everybody, and get some -- hopefully some direct input 9 tonight, and at least get the process started and people 10 11 thinking about it so you can start giving us feedback. 12 So with that, I've got just a fairly short presentation to kind of explain the process that we're 13 14 going through. So basically the state rail plan, we've got it 15 broken up into three major components, one, which we've 16 been doing over the last three to four months is we've sat 17 18 down with the Nevada DOT and the technical advisory committee and we have developed a vision and mission for 19 the Nevada DOT as far as rail goes within the state. 20 21 So we've developed a vision statement, identified the goals and objective, what we want this 22 study to accomplish, and really what we want the Nevada 23 DOT rail division to be. The intent of the division, 24 goals, and mission statement is really to guide the 25

	Page 9
1	actions of this study and guide the actions of the DOT as
2	they progress.
3	The overall intent of our study is to help the
4	DOT identify what the programs are based on the needs of
5	the state, and ultimately identify specific projects that
6	they that we can prioritize and identify funding
7	streams to really come up with a plan on how to move
8	forward on improving the statewide rail transportation
9	system.
10	So in doing that, we will go through an
11	inventory assessment of the state's rail infrastructure.
12	That basically is a literature search. Predominantly
13	we'll work with both the UP and the BNSF and any other
14	operating railroads. We will look for documented
15	land-banked properties that of abandoned railroads, and
16	really identify what infrastructure is out there, either
17	operating or properties that could be used for other
18	reasons today, whether it be commuter, whatever.
19	We will then do an assessment of what that
20	infrastructure is, and working with the freight railroads,
21	and the operators of the rail lines identify where their
22	problem issues are, bottlenecks, you know, slowers,
23	whatever, and identify if there are truly performance
24	issues that we can identify that need to be fixed.
25	In that, working with all the other

- 1 stakeholders from a public perspective, the intent here is
- 2 to identify what needs are there within the state from a
- 3 public transportation, whether it's congestion relief on a
- 4 highway system or just down to a specific grade crossing
- 5 that needs to be improved. Once we've identified those
- 6 specific projects then we can go through and prioritize
- 7 really what needs to happen today, what needs to happen,
- 8 say, five or ten years from now.
- 9 The intent here is to ultimately come up with a
- 10 plan that is a living document that really sets the
- 11 process that the Nevada DOT rail division will not just do
- 12 today but do as they grow over the next five to ten years
- 13 with respect to rail and how those improvements are
- 14 identified, planned, designed, constructed, funded, the
- 15 entire process.
- 16 So it's really to establish what that process
- 17 is. And part of that is also working with the Nevada DOT
- 18 in doing kind of a self-assessment on their
- 19 decision-making and legislative requirements for
- 20 establishing projects and funding those particular
- 21 projects.
- 22 So it is very much an all-encompassing goal
- 23 here to establish this plan. But we really have to start
- 24 somewhere. So that's the over-arching goal here right
- 25 now. What we've done over the last several months is we

Page 11 have developed what our schedule is. And basically where 1 2 we're at here today is we're here on round one of public 3 outreach. We have met with our technical advisory 4 committee, which we had two meetings in person, and one 5 was a via conference call, and then today we're here 6 meeting with the general public. Again, as Matt said, we 7 are -- we had one in Vegas last night, we have tonight, 8 9 and then we have one in Elko tomorrow. We will then go through -- after we've 10 11 collected information from the stakeholders, the technical 12 advisory committee, the public, and we will conduct some of our planning activities, and then we will come back 13 later this year and present what we have done over the 14 15 year. 16 The planning activities that we're going to go through, as I said, we're going to do a statewide rail 17 18 inventory of what the infrastructure is that's out there. But that just tells us the physical infrastructure. We 19 will then -- in parallel to all that, we will send out 20 surveys to the industry, to the UP, the BNSF, Amtrak, 21 operating railroads like the V&T, municipalities, trucking 22 industries, just a myriad of stakeholders throughout the 23 24 state.

In those surveys we are asking what their needs

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Page 12 are, what their future growth needs are, you know, with 1 2 respect to rail and freight shipments, or whatever it is, moving people. Just, I guess, for an example, if we 3 contact a trucking company and they can point out a grade 4 crossing or intersection that has a problem and it's all 5 because of rail, that's an issue that we can now address. 6 So we're going to send out all these surveys to 7 these entities and try to get all that information back 8 and cull through that and prioritize what those issues 9 At the same time we will conduct one-on-one 10 11 interviews with certain stakeholders. Again, the UP, 12 there is a predominant rail infrastructure throughout the state. We will also meet with the BNSF, we're going to 13 14 meet with Amtrak, we're going to meet with the PUC, and other various stakeholders and have one-on-one meetings to 15 talk about what the real issues are that are out there. 16 Again, the whole plan here is to identify the 17 18 needs of the state, identify where the problems are, and then try to identify what the solutions to those problems 19 could be. Ultimately establish a plan that sets priority 20 to those particular projects. The other aspect of it is 21 going through a strategy to identify funding, identify 22 what the funding streams could be, and ultimately a 23 strategy for implementing the project. 24

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So as we've been saying all along, the bottom

- 1 line is to come up with a plan. It will ultimately be
- 2 delivered to the federal, to the FRA, to the Federal
- 3 Railroad Administration, that will go into the federal
- 4 rail plan, too.
- 5 Over the last couple months we have put
- 6 together the mission statement for our rail division.
- 7 Basically what that is, NDOT will work with passenger and
- 8 freight rail transportation stakeholders to develop,
- 9 provide, enhance, transportation -- rail transportation
- 10 infrastructure and services that address transportation
- 11 needs throughout the state with the priority on
- 12 improvement of quality of life, safety, and environmental
- 13 and economic sustainability throughout the state.
- 14 Bottom line is the intent here is to provide a
- 15 document in a process that is overall a benefit to the
- 16 citizens of the State of Nevada. We've also come up with
- 17 a vision statement for both passenger rail and freight
- 18 rail because they are two distinctly different operating
- 19 businesses, if you will.
- 20 The passenger rail vision, the intent is to
- 21 develop a passenger rail system that provides the
- 22 traveling public with an attractive, energy-efficient,
- 23 cost-effective, and reliable alternative choice to auto,
- 24 bus, air transportation with intermodal connectivity that
- 25 enhances economic and environmentally sustainable travel

- 1 within, to, and through the state.
- 2 It's a very broad-based goal, and we certainly
- 3 understand that. What that means to the citizens of
- 4 Nevada is what we would like to get that from you. We'd
- 5 like your comments on that. That's why we're here
- 6 tonight.
- 7 Freight rail vision is to have an economically,
- 8 competitive freight rail system that moves goods
- 9 efficiently and expeditiously across the state that is
- 10 fully integrated with interstate and intrastate shipping
- 11 modes, thereby relieving highway congestion, improving the
- 12 overall safety and quality of life for the traveling
- 13 public for the citizens of Nevada.
- 14 Freight rail transportation as you all know is
- 15 a private venture. The rail lines that you see out there
- 16 are private property. So ultimately the conversation ends
- 17 up with the UP and the BNSF. What we need to know from
- 18 the citizens of Nevada is -- and the stakeholders and the
- 19 technical advisory committee that we are contacting is
- 20 what are your issues, where do you see the problems within
- 21 the state.
- 22 And we can go to the class ones, and they can
- 23 tell us where the problems are. They may or may not want
- 24 to, but the plan here is to work as a partner in the long
- 25 run to improve freight transportation, rail

Page 15 transportation, whether it's freight or passenger 1 throughout the State of Nevada. 2 We have three primary goals and objectives, and 3 I won't read the entire slide to you. Goal number one is 4 to enhance the safety and efficiency of the state's rail 5 transportation system. One thing that the state rail plan 6 is intended to do is feed into the overall state 7 transportation plan. So it's a component of their overall 8 9 state transportation plan. It's not a stand-alone process or a stand-alone document. 10 11 Goal number two is to optimize Nevada's rail potential to effectively address socioeconomic, 12 environmental, and energy effects. Again, we would like 13 to know what that means to you. 14 And the third goal is to develop an 15 16 organizational structure and strategies yielding a streamline process for implementing Nevada's rail 17 18 transportation improvements. As I said, we're going to work with the Nevada 19 DOT to work through their process of identifying a 20 project, to go from the concept stage, planning, through 21 design, through funding, and through implementation. 22 what it takes to get all that done legislatively and 23 through the department of the DOT. 24

That is also a very -- it's an all-encompassing

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- 1 task. It's going to take some time to get through that.
- 2 So -- but the goal is to come up with a process that the
- 3 DOT can take today and use long-term, not just for a
- 4 project tomorrow, but to grow and develop the state rail
- 5 infrastructure for years to come.
- 6 So, again, as I was saying, the intent today
- 7 here is really just to kind of let you know what we're
- 8 doing. It is a statewide rail plan, and we're here to
- 9 solicit input from stakeholders and the citizens of
- 10 Nevada. So there's ways to do that. We have comment
- 11 cards that were handed out as you signed in today. By all
- 12 means, fill out the comment card. We have a box here you
- 13 can put them in as you go.
- 14 We have a website that we've created, the
- 15 nvrailplan.com. That is a website that is currently
- 16 active. You can go onto it and you can fill out a comment
- 17 form, and we will get all that information as we progress
- 18 through the plan. And Ken Lambert is the Jacobs' PM, you
- 19 can contact Ken directly at his email address.
- 20 We'd like your comments in writing or on the
- 21 website, but we'll take your comments over the phone if
- 22 that's what you'd rather do. Matt Furedy with NDOT, same
- 23 thing, if you want to email him, or give him a call.
- 24 Bottom line is, we're an open book here. We
- 25 want to know what you're thinking. We would like your

Page 17 comments by March 18th. But, again, we're not done until 1 March 18 -- March 30th of 2012. So as the year progresses 2 if something comes to mind, by all means log on or send us 3 an email, and we'll consider it in our overall planning 4 5 process. So with that -- I mean, the reason why we're 6 here is to hear from you, so I would like to open the 7 floor for questions, and go from there. 8 MR. SKINNER: I'd like to throw a comment out. 9 10 MR. DESEN: Sure. 11 MR. SKINNER: Robert Skinner. I'm with RMS 12 Development. We're developing a project called Clean Energy Rail Center. It's a large industrial rail park for 13 14 freight type of situations. And, first of all, I think the goals really hit 15 16 the nail on the head. Everything I was making notes of and thinking I was going to make sure those were there, 17 18 they ultimately came out. I think for me the economic impact of this plan is really key. We need to create more 19 jobs and more sustainability in all of Nevada, and 20 particularly in northern Nevada. 21 I think that we have the opportunity with the 22 intercontinental railway to create an inland port type of 23 situation. And that's consistent with the Nevada 24

Commission of Economic Development's recommendation for an

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Page 18 inland port that was presented to the legislature last 1 2 week in I think AB163 -- might be 162 -- but I think it's 3 163. 4 And it was said in your presentation, but to be more specific about it, I think reaching out to all the 5 ports and looking how we link to the ports, not only on 6 the west coast and northern west coast, but Canada, 7 Mexico, gulf coast and east coast, because if we could 8 9 become a transportation hub again, which is what northern Nevada sort of grew up on, it would drive a lot of 10 11 economic growth. 12 And I think we're strategically located to do that. And I think we can, you know, integrate into the 13 14 national plan very effectively by specifically reaching out and integrating into the port plans and solving the 15 16 problems for them. 17 That's my thought. 18 MR. DESEN: Well, I mean, in doing an economic analysis, as far as the benefit cost ratio of specific 19 projects, once we've identified those projects, is part of 20 21 the process. The level of detail that we can actually get into on a statewide rail plan is really the question. 22 Once a project is identified, though, I mean --23 and it's prioritized in the plan, the intent would be to 24 take it, you know, on to another -- whether it's an 25

Page 19 additional study -- and I know nobody really likes to hear 1 that word -- or it's actually to implement the project, 2 the intent here is to prioritize it. And economics is 3 certainly a part of that prioritization. 4 5 MR. SKINNER: Thank you. MR. DESEN: Any other questions? 6 7 MS. MAXEY: Wow, you guys are really quiet. You bought them. 8 MR. DESEN: Well, we are here until seven --9 10 oh, go ahead. 11 MR. HOFFMAN: I'm sorry. William Hoffman, 12 citizen of Reno. I was wondering if it's the eventual design of 13 14 the plan to be adopted by the state transportation board? MR. FUREDY: I'll get back to you. I don't 15 16 know about that. MR. HOFFMAN: All right. 17 18 MR. FUREDY: I know it'll be approved by the I'm not sure about that, but I will get -- let me 19 talk to you afterwards and I'll --20 21 MR. HOFFMAN: All right. MR. FUREDY: I'll get back to you on that. I'm 22 23 not sure. MR. DESEN: Well, we're here until seven 24 o'clock, so if you'd rather just talk to us individually, 25

Page 20 we're here, like I said, till seven o'clock. But if --1 2 yes, sir. I figured since we're getting off to 3 MR. ELAM: a slow start maybe we'll -- this thing'll pick up a little 4 5 bit here. MR. DESEN: 6 Sure. MR. ELAM: My name is Tim Elam and I'm a 7 conductor on Amtrak between Reno and Winnemucca. And, of 8 9 course, you know that's quite an interesting experience to discover what's going on out there in the real life, real 10 11 world of passenger rail service. 12 But the real reason that I'm here, and my partner, Michael Stearns here, is that we I think have a 13 rather pivotal event that's taking place every year, 14 that's National Train Day that is coming up this May 7th. 15 And we've been planning on this next event to 16 be something that where we're going to integrate the 17 18 entire special interest consortium, I quess you'd call it, of railway special interest groups and the stakeholders. 19 And I just wanted to offer that as a possible venue, a 20 forum to continue the discussion with regards to this, 21 bringing the public in to the opportunity. 22 And it's really a subject, there's a lot to 23 talk about when it comes down to the future of passenger 24 rail in Nevada and how we could possibly improve services 25

Page 21 in the heavy rail with the California Zephyr that runs 1 through the heart of Nevada. And I think it's a very 2 underutilized resource that has yet to be fully 3 appreciated. 4 5 So just wanted to offer that. I brought some packages here, I'll make sure that you get that 6 information. And we really do looking forward to -- look 7 forward to working with you down the line. I'm using 8 9 railroad lingo. 10 MR. FUREDY: Thank you. 11 MR. DESEN: Yeah. MR. FUREDY: Well, does anybody else have 12 anything? 13 14 MS. THENS: I just want to add if you want to make a comment and you don't want to make it in front of 15 everyone, the court reporter is here till seven, so you 16 can -- you know, you're welcome to sit with her and give 17 18 your comment. MR. FUREDY: Okay. Well, thank you for coming. 19 20 MS. THENS: Thank you. 21 /// 22 /// 23 /// 24 ADDITIONAL TESTIMONY TAKEN: 25

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1	
2	MR. STEARNS: Michael Stearns, S-t-e-a-r-n-s.
3	My comment is about the thinking of the
4	citizens and making sure that we are able to get good
5	passenger rail service, not just one-time-a-day Amtrak
6	service. So good, local rail service, and that would
7	potentially go between Truckee, Sparks, obviously include
8	Reno and down to Carson, or something like that.
9	But, anyway, before gas gets to six dollars a
10	gallon, could someone please make passenger rail a
11	priority?
12	
13	(Proceedings concluded at 7:00 p.m.)
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     STATE OF NEVADA,
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                                 ss.
     COUNTY OF WASHOE.
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 4
                   I, Karen Bryson, a Certified Court Reporter
 5
     and notary public in and for the County of Washoe, State
 6
     of Nevada, do hereby certify:
 7
 8
 9
                  That on March 1, 2011, I reported the
     proceedings entitled herein;
10
11
                   That the foregoing transcript is a true and
12
     correct transcript of the stenographic notes of testimony
13
14
     taken by me in the above-captioned matter to the best of
     my knowledge, skill, and ability.
15
16
17
18
19
                            Karen Bryson, CCR #120
20
21
22
23
24
25
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1	NEVADA STATE RAIL PLAN PUBLIC INFORMATION MEET	'ING
2	WEDNESDAY, MARCH 2, 2011	
3	4:00 PM TO 7:00 PM	
4	RED LION HOTEL & CASINO	
5	HUMBOLDT ROOM 2065 IDAHO STREET	
6	ELKO, NEVADA	
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1		APPEARANCES
2	With NDOT:	Matt Furedy
3	With Jacobs:	Darwin Desen
		John McCarthy
4		Ken Lambert
		Angela Thens
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1 March 2, 2011 5:30 p.m.

- 2 PROCEEDINGS
- 3 MR. FUREDY: Like I said, I'm Matt Furedy.
- 4 I'm with NDOT out of Carson City in the Aviation Rail
- 5 and Freight Section. I also do the airport inspections.
- 6 Well, back in 2008 the Passenger Rail Investment and
- 7 Improvement Act was put into law and that required
- 8 states to prepare rail plans for the states --
- 9 MRS. HOOVER: Good.
- 10 MR. FUREDY: -- for the different states. And
- 11 those rail plans enable us to get federal grants for
- different projects, rail projects that are going on.
- 13 Jacobs was hired in -- last year and we got
- the go ahead back in I think October.
- MR. DESEN: Right.
- MR. FUREDY: And if you want to tell a little
- 17 bit about Jacobs.
- MR. LAMBERT: Sure. Let me introduce myself.
- 19 I'm Ken Lambert. I'm with Jacobs. And aside from that,
- 20 the rest of the folks here tonight are with Jacobs as
- 21 well: Darwin Desen, Angela Thens and John McCarthy.
- 22 And when NDOT had this really kind of a requirement to
- do these studies, to do this rail plan process, they
- 24 solicited an interest from consultants who would want to
- 25 participate to do this work. So they sent out a request

- 1 for proposals to do qualifications, base selection to
- 2 select an engineering firm to help them develop this
- 3 rail plan. And Darwin is going to explain what a rail
- 4 plan is and why we are here and the type of input we are
- 5 all going to get from you folks.
- But basically why we are here is, you know, we
- 7 wanted to do this piece of work for NDOT. We were
- 8 selected to do it. We're a local engineering company.
- 9 We have offices in Reno and in Las Vegas.
- 10 We were -- a little bit of background on us,
- 11 we were the construction manager of a retrack project in
- 12 Reno a number of years ago. And we also --
- MR. HOOVER: When you guys went underneath?
- MR. LAMBERT: Right, to press the main line.
- 15 MR. HOOVER: That is so cool. Thank you.
- 16 Good job.
- 17 MR. LAMBERT: It was a fun project, pretty
- 18 exciting and challenging and pressing the main line
- 19 through the part of Reno through the 11 crossings there.
- MR. HOOVER: Yeah.
- 21 MR. LAMBERT: And we also worked quite a bit
- 22 on the V&T Railroad, a little passion of mine, doing the
- 23 tunnel portals and doing the bridge over Highway 50 for
- the V&T. So we have a pretty strong commitment to rail
- 25 in the state and looking forward to doing this piece of

- 1 work for NDOT.
- 2 So as a limited background as why we are here,
- 3 as a team working with NDOT, helping with this rail
- 4 plan. So Darwin is going to go through a little bit
- 5 about, you know, what a rail plan is and then why we are
- 6 here and the type of input that we'd like to get from
- 7 you folks --
- 8 MR. HOOVER: Sure.
- 9 MR. LAMBERT: -- and just really do appreciate
- 10 you showing up because --
- 11 MRS. HOOVER: I can't believe you don't have
- more people.
- 13 MR. LAMBERT: The purpose of being here is to
- try to get, to try to get engagement and with your
- input, obviously you've got a big part of community, you
- 16 know the history, you know the needs, the issues and
- 17 that's exactly what we want to get out -- the purpose of
- 18 doing this outreach.
- 19 MR. HOOVER: You know, when Debbie -- I'm
- going to interrupt you, but when Debbie went to Reno, I
- 21 caught the Amtrak from here and road it and I loved it.
- 22 It was totally -- the thing is was terrible was like it
- 23 fluctuated. It was never really on time that much, you
- 24 know what I mean. I think I road it probably like, I
- 25 know close to 10 times.

- 1 MRS. HOOVER: Yeah.
- MR. HOOVER: And maybe more. But like it was,
- 3 it was perfect coming back the other way. I mean it was
- 4 generally on time all the time. And but like I -- it
- fluctuated a little bit here, you know. But it was
- 6 neat. The conductors were just good folks. And I'd get
- 7 up and, you know, hop on the train and then we'd take
- 8 off. And it was kind of amazing to me because I hadn't
- 9 road a train since I was a boy. So we would take off
- and we'd have to wait for the freight, for freight
- 11 trains. They'd pull over.
- MRS. HOOVER: They had the right-of-way.
- 13 MR. HOOVER: Yeah. So as we would take off
- 14 again, and then all of a sudden here would come a
- 15 conductor, he'd say first call for breakfast. I swear
- 16 they had the most phenomenal coffee. It was real strong
- 17 coffee, but it was just -- had really -- it just had
- 18 really good flavor and everything like that. I really
- 19 enjoyed it.
- 20 MRS. HOOVER: Are you guys talking about a
- 21 rail passenger line?
- MR. MCCARTHY: Passenger and freight.
- MR. HOOVER: Anyway you have a friend. So
- just break a leg.
- MR. LAMBERT: So before --

- 1 MRS. HOOVER: Just talk up loud. I can't hear
- 2 you.
- 3 MR. LAMBERT: Sorry. Before I turn it over to
- 4 Darwin, we do -- since we do want to get input, there's
- 5 a couple of different ways we want to get input. We
- 6 do -- that's why we have the court reporter here to
- 7 take, to kind of record what's, what -- the
- 8 presentation. And then there's also if you want to chat
- 9 after the meeting to her and offer some comments on this
- 10 to her you can do that. There's some comment forms I
- 11 think you got from Angela when you came in.
- 12 MR. HOOVER: Yeah, Angela said we could fill
- 13 them out or do it online.
- MR. LAMBERT: That's a way you could do that
- or put them online. So there's a couple of different
- 16 ways if you have some thoughts after tonight and you
- 17 want --
- MR. HOOVER: Sure.
- 19 MR. LAMBERT: -- go online and offer them,
- you've got our contact information as well. So, you
- 21 know, and we'll obviously keep you apprised of what's
- 22 going on. There's a couple of different ways to get
- 23 back comments on us for this forum.
- MR. HOOVER: Excellent.
- 25 MR. DESEN: So as Matt was saying, the reason

- 1 for doing the State Rail Plan is the federal government
- 2 has enacted the PRIA, which is the Passenger Rail
- 3 Infrastructure Investment Act. They have put eight
- 4 billion dollars into that fund. And they are looking
- 5 nationwide for rail projects to help stimulate the
- 6 economy. And what -- the big need here is to identify
- 7 what makes sense to spend the money on.
- 8 The intent of PRIA is for inner city passenger
- 9 rail or high speed rail. But the money is also being
- 10 used for freight improvements, for congestion relief,
- 11 safety improvements, you know, basically whatever would
- improve transportation on the rail system as a whole.
- So when we embark on the State Rail Plan for
- 14 the State of Nevada, the intent here is to position the
- 15 State of Nevada to have, basically have all their plan
- 16 figured out and projects lined up so they are positioned
- 17 and ready and able to accept funding from the federal
- government. There will be match funding and things they
- 19 have to come up with, but the intent here is to really
- 20 come up with a plan.
- 21 So when we talk about a State Rail Plan, the
- 22 question is what is that? The intent is here, is that
- we're going to look at the entire statewide rail
- infrastructure. We're going to look at NDOT's process
- and how they identify projects, make the decision to

- 1 move the project forward, fund it and implement the
- 2 project.
- We're going to -- and we've already been in
- 4 contact with stakeholders. The stakeholders are
- operators, owners of rail lines, of the UP, the DNSF,
- 6 Amtrak. We're also contacting trucking companies,
- 7 municipalities, you know, people who represent the
- 8 public and port of Long Beach, stuff like that.
- 9 So we'll reach out to them, we'll send surveys
- 10 to them to get their input on what the needs are of the
- 11 rail infrastructure within the State of Nevada. The
- intent there is to get feedback on where the problems
- 13 are.
- So we're doing the same thing with the public.
- We're reaching out to the public trying to get input as
- to what the needs of the public are with respect to rail
- 17 transportation, whether it's passenger or freight and
- 18 how it impacts their daily life.
- 19 So what we are doing right now is we are going
- 20 to -- and let me just kind of flip to a couple of sheets
- in the packet we handed out. Let me jump to the
- 22 schedule real quick.
- 23 What we are doing is basically in an 18-month
- 24 process, which we have been working for about five
- 25 months now, specifically within our project team and

- 1 with the DOT on identifying what we want this rail plan
- 2 to be, what's the mission statement, what is the goals
- 3 and objectives of the rail plan.
- 4 And where we're at today is we are basically
- 5 holding our first round of public involvement meetings.
- 6 We've met with our technical advisory committee which is
- 7 a select group out of the stakeholders that we have
- 8 identified throughout the State. And we have presented
- 9 the plan, how we intend to go forward to get information
- 10 from the stakeholders and the public. And now that's
- 11 basically what we are doing today is we're going out to
- the public and informing them that we are conducting
- 13 this State Rail Plan.
- We held a public meeting in Las Vegas on
- 15 Monday the 28th and one last night in Reno and we're out
- 16 here in Elko. So we are doing three meetings for this
- 17 first round.
- Now what we'll do is we'll take all this
- input, we'll go out and do our statewide literature
- 20 search and identify what the existing rail
- 21 infrastructure is, identify the capacity and, you know,
- 22 the issues that we can come up with from a literature
- 23 search. We're going to conduct one on one interviews
- 24 with specific stakeholders like the UP and the DNSF and
- 25 Amtrak and then other trucking companies and, you know,

- 1 key stakeholders that have a lot of input on freight
- 2 movement and passenger movement in today's market. We
- 3 will send out all the surveys and collect all this
- 4 information.
- 5 So over the next six to eight months we're
- 6 going to gather all this data, cull it down and come up
- 7 with where all the issues are. And then we'll take
- 8 those issues and identify specific, discrete projects
- 9 that -- with the intent of solving what those problems
- 10 are.
- 11 Then the intent there is to identify funding
- sources that could potentially pay for those discrete
- projects. We'll go through a process of trying to rank
- 14 those specific projects to identify what is the -- would
- 15 provide the most benefit to the state and the citizens
- of Nevada.
- 17 The process of ranking, if you will, we'll go
- 18 back to our mission statement that we have developed,
- 19 which talks about what we want the State Rail Plan to
- 20 be. And if you look on the mission & vision statement,
- 21 at the very top of the mission statement, we talk about
- 22 the Nevada Department of Transportation will work with
- passengers and freight rail transportation stakeholders
- to develop and provide an enhanced rail transportation
- 25 infrastructure and services that address the

- 1 transportation needs of the state and improve the
- 2 overall quality of life, safety and environmental
- 3 economic sustainability for the citizens of Nevada.
- 4 So the bottom line here is that the intent
- 5 here is to improve the overall quality of life for the
- 6 State of Nevada and the citizens that live within the
- 7 State of Nevada, travel on the state highways and
- 8 roadways and could potentially use rail as a passenger
- 9 mode of transportation or by making improvements to the
- 10 existing rail infrastructure would improve their daily
- 11 commute on the highways or however they are getting
- 12 around.
- 13 So the bottom line here is the intent is to
- improve the overall quality of life for the State of
- 15 Nevada.
- The goal, though, is to, since there's only so
- 17 much money to go around, is to identify what the biggest
- bang for the buck will be, so to speak. We can identify
- 19 several projects and only fund a portion of every
- 20 project and really not accomplish anything.
- 21 So the goal here is to set the prioritization,
- 22 identify where the funding sources are and how you would
- 23 go about getting that funding to pay for those projects.
- 24 And bottom line is really come up with a plan. That
- 25 plan will roll into the overall State Transportation

- 1 Plan for the State of Nevada which involves everything,
- 2 not just rail but also aviation and highways and
- 3 everything. And the State Rail Plan will roll into the
- 4 Federal Rail Plan. So we ultimately submit it to the
- 5 FRA.
- 6 So where we're going with this is after we do
- 7 everything that we're going to do over the next six to
- 8 eight months, we'll go through all this information,
- 9 rank the projects, and our intent is to come back out
- 10 for a second round of meetings with the public and
- 11 present what we've found and basically tell you what the
- results are for -- that will go into an overall State
- Rail Plan: what the projects are, what the rankings are,
- where the funding sources are coming from, and, you
- know, basically present what we've done.
- 16 Ultimately that final State Rail Plan will be
- submitted to the FRA sometime the first quarter of next
- 18 year, towards March of next year.
- 19 So the reason why we are out here is to get
- your input of any issues that you may have from whether
- 21 it's a specific rail or not, or if it's just impacted by
- 22 rail. If you got a road crossing that you know of that
- 23 has an issue or whatever, the intent here is to get your
- input.
- MR. HOOVER: Okay. It's kind of funny, we

- were talking about railroad because like two days ago I
- 2 was talking to Jim Prudent -- had anybody caught the
- 3 news here lately about a Frontier Gold -- it's back over
- 4 here -- well, Newmont just purchased Frontier Gold.
- 5 Okay. Anyway when Jim Prudent --
- 6 MRS. HOOVER: Drove in.
- 7 MR. HOOVER: -- oh, yeah. Jim Prudent had
- 8 ended up, if you have a donut, Jim Prudent has the
- 9 middle part of that donut.
- 10 Okay. And anyway, we were talking to him.
- 11 Newmont called him, and so they set up an appointment
- 12 yesterday, so he met with them. So they are trying to
- 13 pick up that piece now.
- But anyway in the process of doing that, a
- 15 real good friend of mine, Dave Huttingnak (phonetic) is
- 16 a retired --
- MRS. HOOVER: Engineer.
- MR. HOOVER: Yeah. He's a mechanical engineer
- 19 from Barrick. And anyway, we were chatting with Jim and
- 20 then Jim mentioned the fact that the way that the spur
- 21 goes from here as it goes out from Wells down that way
- 22 because we were wondering how they were going to end
- 23 up -- Newmont was going to end up process their ore.
- 24 And he said, you know, it looked like to me, he said
- 25 that they could put a spur off that. So rail -- like

- 1 railroads are still in the thick of things.
- 2 MRS. HOOVER: Especially up here.
- MR. HOOVER: Yeah, I mean, like, they are
- 4 going to work. And it can happen. And he said they
- 5 wouldn't have to move that far. Just, you know, in
- 6 other words have a spot there.
- 7 In other words, so, they are very practical.
- 8 We don't use them so much any more because we went into
- 9 the phase of transportation because we ended up and we
- 10 had quote, "cheap energy." Well, cheap energy isn't
- 11 happening anymore so that's going to be your main
- 12 argument there.
- 13 So second thing what you need to do is that
- like right now what you are looking at right now, I
- 15 would -- I would, I would guess that probably over the
- next 10 years that Elko will grow probably a good, a
- good seven to 8000, maybe 10,000 people for the simple
- reason we have a strategic commodity here which is gold.
- 19 Okay. The economy in the whole world is just falling
- down like dominos. I mean if you don't think that
- 21 with -- you know, like, we may as well just stop and
- forget about this thing. All right?
- 23 What you need to do is that you need to end up
- 24 and make that a focus point. And then as you go on to
- 25 the future on this deal is that you need to look at that

- and say this is, this is another, this is another facet
- on the gym that we're looking at that's going to
- 3 function for, like for, you know, for the railroad.
- 4 To me I think, I think you need a railroad
- 5 that's going to come all the way from Boise, and it
- 6 needs to come through Elko and this general area, and
- 7 then it needs to go south all the way to Vegas.
- 8 MRS. HOOVER: Vegas.
- 9 MR. HOOVER: People here would -- there's no
- 10 people here as far as like thousands of people or
- 11 something, but like you can't, you can't get a plane out
- 12 of here for like round trip ticket. It's like \$250 if
- 13 you go from here to Reno or from here to Salt Lake. And
- so -- but the thing is if it went all the way from Boise
- 15 to here, I think -- the last -- I remember looking at
- 16 the Port of Tacoma, and I take some -- I get literature
- from those folks every now and then, and I believe
- 18 something like -- they did something like 60 percent of
- 19 the products that come from the Far East go through that
- 20 strait over there at the Port of Tacoma? Okay. As they
- 21 come this way --
- MR. DESEN: Uh-huh.
- 23 MR. HOOVER: -- all right, the particular
- 24 shortcut would be you could come through here and then
- 25 you could head south. And that would shorten the trip

- going all the way to, I think it has to go to Salt Lake,
- 2 and I'm not for sure how it goes after Salt Lake. But
- 3 that -- I mean that would be an argument if you had,
- 4 like, cross here, gee, and then plus the fact, you know,
- 5 like you don't want to look at this -- you want to look
- 6 at it realistic but you want to look at it, you want to
- 7 have some vision, what you guys have got. And I'm
- 8 afraid that with what you are sitting on, you might be
- 9 looking too small. You may not, you may not end up and
- 10 think big enough on this deal or think far enough down
- 11 the road. That's normally what gets something like
- 12 that.
- 13 Now, you know, like -- we just met, so I may
- 14 be stepping on your toes a little bit --
- MR. LAMBERT: No.
- 16 MR. HOOVER: -- but we'll get over it. You
- 17 know what I mean? And let me think.
- 18 If the people -- you know, like -- and then
- 19 I'm just thinking of going, we could use the railroad.
- 20 Well, how about coming? We could use a railroad. You
- 21 know what I mean? If you end up and have a railway,
- you're going to have to end up and have at least a
- 23 couple of intersections. So I'm thinking like -- so
- 24 there's nothing between here, like between here --
- MRS. HOOVER: Vegas.

- 1 MR. HOOVER: -- here and Vegas. Who knows,
- 2 you know what I mean? In five to 10 years without
- 3 question, California will be begging somebody to end up
- 4 and take an environmental friendly power plant and then
- 5 to burn their garbage. Okay? They'll develop what they
- 6 need to end up to make it happen.
- 7 When we lived in Farmington, New Mexico, a
- 8 friend of ours, Art Ellison was head of Economic
- 9 Development for the Navajo Nation. And we were working
- on a power plant issue there. And we were involved with
- 11 Archer Edwards out of Miami, Florida. And anyway Art --
- 12 we couldn't come to a closure on the deal but Art was
- dealing with Edison out of California. And then he said
- every single day that -- he said he ended up and got
- 15 calls from them wanting them, is there any way -- but
- 16 nobody wants to take the garbage because like it's --
- 17 you know, it's garbage.
- And so -- but they are going to eventually
- 19 come to a point that they are going to be able to handle
- that technology. You know what I mean? It's going to
- 21 come around.
- 22 Okay. You got between here and Vegas, it may
- 23 end up, it may end up and be a good -- there may be a
- 24 good place down there. You know, it's out in the middle
- of nowhere, you know, where you might be able to have

- 1 power plants or something like that. I mean there's
- 2 going to be a lot of functions.
- Now, I don't know if there's enough money, if
- 4 you can swing that type of a deal. And to me that was
- 5 -- and then like, man, I like going on the railroad. I
- 6 really do. You know what I mean?
- 7 MRS. HOOVER: It would be nice to have
- 8 self-sufficient -- the State of Nevada be
- 9 self-sufficient. You know, it could be our own little
- 10 self-sufficient little world here. I mean if it gets to
- 11 where you want to break off, you've got your own little
- 12 inner circle. You definitely need to go down to Vegas
- because everybody has their kids going to school down in
- 14 Vegas or Reno. You know, but you definitely need that
- down to Vegas.
- 16 The Boise idea is awesome because you've got
- 17 engineers and everybody else that come from Salt Lake,
- 18 Boise and all over that works in these mines for just a
- 19 little while. And you could probably get more of
- 20 them -- for this community, it would be awesome if you
- 21 had more of a passenger thing because those people would
- 22 come over here and they would go up into our mountains,
- 23 they'd go into the Rubies, they's go up -- as the
- 24 tourist part of it you would get them coming in here --
- 25 MR. FUREDY: I love the wild canyons.

- 1 MRS. HOOVER: Yeah. You would get them coming
- in here. We have the International Cowboy Poetry
- 3 gathering, if we could bring those people up here from
- 4 Vegas. I mean, the goal is our priority, but we need a
- 5 couple of secondary things, you know?
- 6 MR. HOOVER: We would never pay for
- 7 anything -- there would never be enough people, but the
- 8 shortcut you would have would be like for the freight
- 9 that's coming out of, like, Port Tacoma.
- MR. FUREDY: Okay.
- 11 MR. HOOVER: But then like we would end up --
- we could just catch a ride along with them.
- MRS. HOOVER: You guys looking more for
- 14 freight and industrial than actually helping --
- 15 MR. DESEN: No, both. The intent --
- MR. FUREDY: Both, passenger.
- 17 MRS. HOOVER: I mean is there going to be one
- 18 or the other?
- 19 MR. FUREDY: No. I don't think it's one or
- the other kind of thing.
- 21 MRS. HOOVER: I think everybody forgets about
- us and sometimes it's nice for us up here because you
- leave us alone. But we're a bright little shining star
- 24 here. We're self-sufficient and we're making -- we're
- 25 doing good. Everybody is, you know, praise the Lord, I

- 1 mean we could be -- tomorrow it could all go away, but
- 2 we're doing good right here right now. Okay.
- 3 The lumber for the housing and all that stuff
- 4 that could be getting built, that gold mine is going to
- 5 strike over in Wells big time.
- 6 MR. HOOVER: We'll be good in our little
- 7 community here. I mean we're not going to be --
- 8 MRS. HOOVER: It's probably here --
- 9 MR. HOOVER: -- you know, just a little
- 10 shooting star.
- 11 MRS. HOOVER: -- but having that rail port
- 12 will help even --
- MR. HOOVER: Help the community majorly.
- 14 Anything you do I think would be a blessing to, you
- 15 know, this whole community. You know what I mean?
- 16 MRS. HOOVER: It would be awesome if you
- guys -- you know, I heard Harry Read once came from
- 18 Vegas to Los Angeles, but we need to move him here. We
- 19 need to move around in our own state. You know, it's
- 20 nothing for us to drive three hours some place. We
- 21 don't think anything of it. People come here from back
- 22 east and they go you are going to drive three hours or
- four hours to Reno? We'll go there and spend the night,
- come back. It's no big deal to us because we have to
- 25 live like that. But if we had that train, we'd go over

- 1 there, spend a couple of days, come back. Our kids are
- shopping there. There's attorneys that fly from here
- 3 that do stuff down there. You probably know all this
- 4 stuff.
- 5 MR. HOOVER: It's got to be a good idea and
- 6 it's got to look like it's feasible and then all of a
- 7 sudden it's got to get better as we go. And fifteen
- 8 years from right now, somebody is going to be saying
- 9 like, you know what, they made the right decision,
- 10 whatever that is.
- may not, may not be what we need. We don't know. But
- 13 you want the rally. You know, it's a two-way street.
- 14 And you'll sooner or later see the particular path that
- 15 you all need to take.
- MRS. HOOVER: Okay. You got Moly Mine opening
- 17 up here. They are going to open up in Eureka and they
- are going to hire how many thousands of people.
- 19 MR. HOOVER: Probably 1500 to 2000 just in
- 20 that.
- MRS. HOOVER: And they are going to bus them
- 22 from Elko. It would be really cool if you had some kind
- of rail port where you could wing off, take them over
- there and bring them back. You know what I mean? I
- 25 mean you're talking about this gold mine -- I mean that

- 1 Moly Mine is going to be here. You guys all know about
- that, right? The Moly Mine.
- 3 MR. FUREDY: Unh-unh.
- 4 MRS. HOOVER: You don't know what the Moly
- 5 Mine is? It's huge. They are in the process. They got
- 6 all their permits. They should probably be running,
- 7 what, this time, this year, huh?
- 8 MR. HOOVER: Yeah, they are supposed to start
- 9 up this year.
- 10 MR. MCCARTHY: This is a gold mine?
- MRS. HOOVER: It's Moly. It's --
- 12 MR. HOOVER: It's Moly. It's got a 50-year
- mine life to it. And so it's going to go good.
- 14 MR. LAMBERT: I lived in --
- MR. MCCARTHY: Oh, sorry.
- MR. LAMBERT: It's hard to say.
- 17 MRS. HOOVER: Their headquarter office is
- here. And then they are going -- they have a mine down
- in Eureka. So they are going to bus people down to
- 20 Eureka to work every day.
- 21 MR. LAMBERT: Used to make engine bearings out
- of good stuff.
- MRS. HOOVER: Huh?
- MR. LAMBERT: I'm an engine rebuilder.
- 25 MR. HOOVER: Well, a lot of this stuff too

- is -- like we got like -- oh, boy, they just have a new
- 2 rare Mills Mine that just started up, and it's in the
- 3 southern part of the state, but anyway a lot of -- a lot
- 4 that mine is going to be free -- I mean that mine is
- 5 going to open up. And then as it's mined, like it will
- 6 go by rail, and then it's going to go to the coast and
- 7 be shipped over to China where they can end up
- 8 processing it. So there again --
- 9 MRS. HOOVER: There's a lot going on. You
- 10 know how there was a lot of construction in Reno a year
- 11 ago? A lot of people couldn't get -- you know, they are
- 12 selling houses. You couldn't afford to look at one. It
- 13 was a joke. No offense, but kind of like Reno, you end
- 14 up getting.
- 15 But anyway then now you can't get a house.
- 16 It's going to be crazy like that but only industrial.
- 17 It's going to get crazy.
- I'm surprised you don't have any city
- officials here or County officials and stuff.
- 20 MR. DESEN: Quite frankly, we're surprised
- 21 too.
- 22 MRS. HOOVER: Did you guys contact them all?
- MR. FUREDY: Yeah.
- 24 MRS. HOOVER: Really.
- MR. MCCARTHY: We do have a technical advisory

- 1 committee in some locations.
- 2 MRS. HOOVER: Next time you do a meeting, you
- 3 need to get on and connect with Lori Gilbert, she's a
- 4 radio station here and get on a talk here, get on there,
- 5 start talking to Lori on one of her talk shows. She
- 6 comes on at noon and everyone listens to her. And just
- 7 get her involved, and she's pretty good. She's pretty
- 8 good. And it's at noon. It's Elko Live at noon. And
- 9 it plays again at 5:00 o'clock. But just get her --
- 10 talk to her and get it wrapped up so you guys will --
- 11 she'll say, hey, you know, talk to you a little bit
- 12 about it. Might bring in the County, you know, Troy
- 13 Meyer or some of those guys in and talk to you about
- 14 what they think about it.
- 15 They all for you guys doing this? They should
- 16 be.
- 17 MR. FUREDY: What?
- MRS. HOOVER: Are all the County officials all
- behind you? Have you heard or not?
- MR. FUREDY: We have not heard.
- 21 MRS. HOOVER: Are they against this have you
- 22 heard?
- 23 MR. HOOVER: You know, I work at TS Power
- 24 Plant and then like the rail brings in approximately 130
- 25 cars every four, five days from Powder Rim Basin.

- 1 MRS. HOOVER: They are all for that rail
- 2 port too.
- 3 MR. HOOVER: So I mean like --
- 4 MRS. HOOVER: They --
- 5 (Reporter interrupts, everyone talking at the
- 6 same time.)
- 7 MRS. HOOVER: No, but you need to get her
- 8 like -- I do these things. I used to do these things
- 9 all the time. But you need to get local publicity in
- 10 there and, you know, just send out a nice letter and put
- 11 it in the paper. You know, you might even have gone to
- 12 the Lion's Club. Today is what, Wednesday? You might
- 13 come in here on a Tuesday, go to Lion's Club lunch and
- 14 announce it.
- 15 MR. HOOVER: You know what I kind of thought
- is that like when you guys were talking about it, is
- 17 that like when you go to advertise, like if there's
- 18 money in this for advertisement, is that like -- I was
- 19 surprised that maybe there weren't more people coming to
- 20 Elko like during a particular event because of -- the
- 21 Cowboy Poetry, you know what? People come from all over
- 22 the country here. I'm wondering why don't more people
- come by rail because, you know, it would be fun.
- 24 And then that, you know, might be another way
- 25 to kind of spur everything up, you know what I mean is

- 1 to look for advertisement. Because I think people --
- 2 you know, Americans are the worst in the world. Is that
- 3 like if we don't see something for like 30 seconds, gee,
- 4 we've forgotten about it. So -- and but, you know, just
- 5 doing the right advertisement and everything.
- 6 MRS. HOOVER: You definitely need the rail
- 7 port. We need a rail from here to Vegas, you know. We
- 8 need it -- we need something. We don't have an airplane
- 9 to go there. We have to go to Salt Lake and catch
- 10 something.
- 11 MR. FUREDY: Salt Lake.
- 12 MRS. HOOVER: And then to go to Reno, you
- 13 know, this train is good. Like he said, it was great.
- 14 It's just -- that guy, if you are not there, if you are
- 15 not there, if you are not standing right there on that
- thing when he opens that door and you don't jump in,
- 17 he's gone.
- 18 MR. HOOVER: Yeah. That train is not stopped
- 19 60 seconds.
- MR. MCCARTHY: That's a short time. You can
- 21 hardly throw your bag on.
- MR. HOOVER: He's absolutely -- I was
- 23 impressed. There was two or three of us there. The
- 24 gentleman steps down. He puts the deal. How are you
- 25 doing. Here's your ticket. Dah, dah, dah, dah. You

- guys just go on up. And then about this time I'm
- 2 stepping up, he reaches down and picks up the wooden
- 3 steps, and he's talking on the two-way, tells the
- 4 engineer hit it. And boom and away we go. And I'm
- 5 impressed, you know what I mean. So -- and I find my
- 6 chair. And you know --
- 7 MRS. HOOVER: When you guys coming back out
- 8 here again?
- 9 MR. DESEN: It would be towards the end of the
- 10 year. You know, we've got to go through this process of
- 11 collecting data and going through it. So it will be,
- 12 you know, the fourth quarter of this year.
- 13 MRS. HOOVER: So you don't think you'll start
- working on this for another two years, actual
- 15 construction going on?
- 16 MR. FUREDY: This is just a plan. There's no
- 17 actual construction.
- MRS. HOOVER: So we're looking at what, five
- or 10 years down the road maybe?
- MR. HOOVER: Check, go to all of them. Go to
- 21 all the mines. Go to Barrick and check with them and
- 22 then ask them what would go good for them to -- you
- 23 know, like how would the rail function better for them.
- 24 And I'll give you a name of a gentleman, a young man
- 25 I've worked with. I think he's one of the most

- 1 brilliant men I've ever worked with in my life. His
- 2 name is Steve Cashien, C-a-s-h-i-e-n. He works for
- 3 Barrick. And just remember that name, if you get a
- 4 chance, because he's highly intelligent and he has the
- 5 ability to look, you know what I mean to the horizon
- 6 pretty good. And I think if you just sat down and
- 7 talked with him and dumped some ideas on his lap or some
- 8 questions or something like, he would come back, he
- 9 would come back with something that would be very worthy
- 10 of listening to.
- 11 And then with Newmont, just -- I'm really --
- 12 I'm not really for sure who I would talk to in Newmont
- 13 because I have just worked for Newmont just a short
- 14 time, you know, like four, five years. And I worked at
- 15 the power plant. I don't work at the mine. But you
- 16 need to talk to them.
- 17 And then, like, you know, find out what new
- 18 projects that they have, and, you know, like -- and then
- 19 how a real system will function for them, you know. And
- just for the ability to be able to move their huge haul
- 21 packs, their trucks, their 300-ton trucks to one mine
- 22 site to another with -- you know, with a rail system
- 23 would be phenomenal. And then plus their huge electric
- 24 shovels too. So that could work out well.
- 25 MR. DESEN: Well, I'd like you -- the second

- 1 to last page in the handout that we gave you has, you
- 2 know, a couple of things that you can kind of follow
- 3 through throughout the year. And you know, as you think
- 4 of things --
- 5 MR. HOOVER: Sure.
- 6 MR. DESEN: -- or if you spread the word with
- 7 your friends and co-workers and all that, we have a
- 8 website that we've created.
- 9 MR. HOOVER: Oh, I see.
- 10 MR. DESEN: NV Rail Plan. And that's specific
- 11 to this project.
- MR. HOOVER: Okay.
- 13 MR. DESEN: There's comment forms on there.
- 14 So like I say, if you can spread the word --
- MR. HOOVER: Sure.
- MR. DESEN: -- with your a co-workers and
- 17 friends, they have comments, they are more than welcome
- 18 to submit their comments as well.
- 19 And then with your packet is a hard copy of a
- 20 comment form if you would like.
- MR. HOOVER: Oh, yeah.
- 22 MR. DESEN: You can certainly fill it out and
- drop it in the box before you leave or, you know, send
- 24 that in.
- 25 MR. HOOVER: I'll read it and think about it a

- 1 little bit and put it online, like this young lady said.
- 2 And you know what, I really think you guys
- 3 have got a very worth -- a very worthy project set
- 4 before us. And then like this can work. I mean,
- 5 like -- I mean, you are going to be able to do
- 6 something, that one of these days when you look back you
- 7 are going to say, man, I was part of that team. I
- 8 helped do that.
- 9 I think that you guys are going to end up
- 10 being really happy with how this thing turns out five to
- 11 10 years or something like that. It's a good deal.
- 12 Good deal.
- 13 This is a good way -- I don't much like paying
- 14 taxes too much. I know we are in America and it costs,
- 15 but this is something that is worthy of the undertax
- dollar. Like, you are going to receive the benefits
- from this. And that's a good thing too.
- 18 MR. LAMBERT: You don't hear that very often.
- 19 That's really good to hear. Thank you.
- 20 MR. HOOVER: And I'm just telling the truth
- 21 the way I see it anyway, you know.
- I hope, you know, you forgive me because,
- 23 like, I don't have too much trouble talking, nor does my
- 24 wife sharing. So I may have seemed like an artisian
- 25 well of information, of limited information that I have.

- 1 MR. FUREDY: It will be all right. This
- 2 meeting is for you.
- 3 MR. DESEN: We certainly appreciate you coming
- 4 up.
- 5 MR. LAMBERT: And I, in addition to what
- 6 you've said, I mean, I've taken a lot of notes here
- 7 tonight and you brought up some really exceptional ways,
- 8 in a lot of different passenger freight economic
- 9 development opportunities, ways to, you know, tie in
- 10 rail better to, you know, anchor events like Cowboy
- 11 Poetry up in Elko. There's a lot of good input and I
- really appreciate that as part of the team.
- 13 MR. HOOVER: Well, thank you. I guess I'll
- just sit here and visit with you and maybe answer any
- 15 question or something.
- 16 (Discussion off the record.)
- 17 MRS. HOOVER: The industrial business people.
- 18 It's called the Mine Expo. It's usually around Father's
- 19 Day. It is -- what it is, it comes -- they come in and
- they golf. I mean Komatsu, all these guys, they are all
- 21 here and all up and up for a little drill bit and all
- 22 that other stuff they do.
- 23 And then they have a two-day or three-day
- thing at the Convention Center. They have 480 booths.
- 25 MR. LAMBERT: I've been to the one in Vegas

- where they got the big Terex landing. Those things are
- 2 amazing? You put the kids that can fit in the tire --
- 3 MRS. HOOVER: If nothing else if you can't get
- 4 a table, but if you go and what --
- 5 MR. HOOVER: No, she's got you following you.
- 6 MRS. HOOVER: If you could get you -- come and
- 7 talk to people, just walk around and talk to them. Go
- 8 to the booths, come over here and just PR. But I tell
- 9 you what, get your rooms because they sell out fast.
- But the Mine Expo is a good one.
- 11 MR. HOOVER: That's perfect for the community.
- 12 If you really want to just make a big splash, that's
- where you need to be because like all types of people
- will be there, plus the fact you will be -- you'll be
- 15 exposed to every particular -- you'll be exposed to
- 16 every major --
- MRS. HOOVER: Business and corporation.
- MR. HOOVER: Oh, yeah, like industrial leader
- 19 that's in America will be here.
- 20 MRS. HOOVER: Right.
- 21 MR. HOOVER: I mean, all the money in America,
- 22 West of the Mississippi is right here. This is it.
- 23 This is where billions of dollars a year are made in
- 24 gold.
- 25 MRS. HOOVER: And big deals are made during

- 1 that time.
- 2 MR. HOOVER: So these big companies like
- 3 Caterpillar, Komatsu, P&H, they will all be over here at
- 4 this Mining Expo. And then they will be able to relate
- 5 to you because you are a rail system. You are
- 6 representing that. And so -- and plus all of the folks
- 7 that work here will -- I mean a great many people go
- 8 there. You'll make it a point to show up. Okay?
- 9 MRS. HOOVER: And another thing I would
- 10 suggest you guys do and probably get you a little more
- 11 input, you need to set up tables and booths at the home
- and garden shows and all this stuff that people are
- doing this time of the year.
- 14 For Mother's Day weekend we do a big one for
- our community here. And you are going to have thousands
- 16 of people walking through there. So if you had a little
- 17 table set up, you could go in there and your staff could
- say, well, what are you guys all about? And they'd say,
- 19 well, we're just kind of sitting here trying to get the
- 20 general public's input on like what you are trying to do
- 21 tonight, but just get it there. Sometimes this may not
- 22 be the way to catch us and get it at that. And then do
- it at Carson Home and Garden Show and do it at Reno's
- 24 big Home and Garden Show. And then go down to Vegas.
- 25 I'm sure they have stuff like that. So that's what I

- 1 would do, set up a booth, talk to people one on one,
- 2 kind of get their input. But that's -- you guys need to
- 3 hire me. I know this town like the back of my hand.
- 4 MR. HOOVER: You know what, tonight what
- 5 happened is that like everybody here, 80 percent of the
- 6 folks probably in this area or so work shift work. So
- 7 like they have a 12-hour rotation. So like right now a
- 8 lot of the people are still at the mine. Everybody else
- 9 is getting ready to go relieve them are just now getting
- 10 on the bus. So there's a great amount of people that
- 11 you missed that would have loved to have been here.
- 12 Okay.
- 13 And then plus the folks that are off, this is
- 14 kind of the middle of the week. You know what I mean?
- 15 MRS. HOOVER: It's church night around here.
- MR. HOOVER: They may have gone something --
- 17 you know they may have gone some place else or
- 18 something. And a lot of times folks are just coming off
- 19 night shifts, some people off the night shifts, you know
- what I mean. They slept in this morning and then they
- 21 kind of -- more like house bodies, you know what I mean
- 22 for this evening.
- 23 MRS. HOOVER: Yeah, it's kind of hard to
- 24 catch --
- 25 MR. HOOVER: So when you end up, you go to

- 1 make one of these meetings or something like that, it's
- a tough one until you've kind of figured it out.
- 3 MR. FUREDY: You say weekends would be better?
- 4 MR. HOOVER: Yeah, I would think so. I would
- 5 think -- because our last day at Barrick for the most
- 6 part is Thursday. Okay? So like then, so we are off on
- 7 Fridays. But then you have to remember then that the
- 8 people are ending up relieving us, they start Friday
- 9 morning. And then the ones that come off of long change
- 10 are seven days off. Then they are running -- they are
- 11 coming to work then a Friday night. So at best case
- scenario, if everybody showed up that could show up, you
- are only going to get half.
- 14 MRS. HOOVER: Well, tonight, also Wednesday
- 15 night, and County Commissioners have their meetings
- 16 tonight. So that may be why you don't have them here.
- 17 And then also it's church night for a lot of
- 18 people in the town. So you got to kind of know the
- 19 demographics, the way this town works. But there's
- 20 meetings all the time. And you can go to the Lion's
- 21 Club and put up a presentation like this. I can set you
- 22 up with -- you know, I'll just do it for you. But you
- 23 can go and talk to -- actually the Convention Center CEO
- that he is talking about, he's the president of the
- 25 Lion's Club. So you can get ahold of Don and say, hey,

- 1 we'd like to come out, but you only got like 10, or 15
- 2 minute little presentation. But you got all the
- 3 business people. You can go to Kiwanis. You can go to
- 4 Rotary. I mean there's clubs and clubs. Everybody
- 5 lunches and stuff around here.
- 6 But it's a nice little community once you get
- 7 into the hang of it all. But I -- but because of the
- 8 shift work, you'd be better off to do those two-day Home
- 9 and Garden Shows or the Mine Expo. I don't think you
- can get a booth at the Mine Expo, but you might. They
- 11 are expensive. The tables are three or four hundred
- dollars. But it's hard to get one and you'll probably
- be stuck in the far, far back. But I would just go in
- there and go around and talk to people.
- 15 MR. HOOVER: No, I'd -- get a table. Get a
- 16 booth, whatever you got to do.
- MRS. HOOVER: Because if your stuff there is
- 18 sitting on the table you don't even see anybody.
- 19 MR. HOOVER: Like you put up your displays.
- 20 MRS. HOOVER: Oh, yeah, put up your displays.
- 21 MR. HOOVER: And then just go and talk to each
- 22 manufacturer and then just talk to them.
- 23 MRS. HOOVER: Yeah, if you want to do that. A
- 24 couple of you can stay at the booth and a couple can
- 25 walk around.

- 1 MR. HOOVER: Exactly, just mingle.
- 2 MRS. HOOVER: And they have all kinds of
- 3 stuff. I mean, they have a huge feed. They have all
- 4 kinds of stuff. It's huge to get in there.
- 5 Anything else?
- 6 MR. DESEN: No, outstanding comments. We
- 7 really appreciate that. We certainly thank you for
- 8 coming out tonight.
- 9 MRS. HOOVER: Right now --
- 10 MR. HOOVER: I came here. I feel horrible --
- 11 MRS. HOOVER: It would be nice to get
- 12 something for the town.
- 13 (Discussion was held off the record.)
- 14 MR. HOOVER: I think just improving the line
- 15 that's here and then adding to kind of complementing it
- to where it's easier to travel possibly.
- MR. DESEN: Initially, it's identify what the
- issues are. And if, if the issue -- an overwhelming
- 19 need is there, then it will go into the plan and will
- 20 identify funding sources for it --
- 21 MRS. HOOVER: Yeah, but don't forget us.
- MR. DESEN: The issue is now we have to rank
- 23 them now. And when it comes to the Feds, they want to
- 24 know -- you know, again if you have a hundred projects,
- what's your top 10 that the state is going to say okay

- 1 these are the ones that are going to get us the most
- 2 bang for our bucks. We are going to put money into it.
- 3 MR. HOOVER: Remember like after World War II
- 4 and Eisenhower hour took over and then when he ended up
- 5 and had the vision to do the interstate. Okay. And
- 6 then like how many, how many miles the interstates had
- 7 to go straight. You know, I mean, they had to have that
- 8 as a landing strip because he was relating back to what
- 9 was in -- what happened in Europe. I mean like he had
- 10 the vision. Okay? That's what we got to end up to
- 11 have. You guys got to end up and say let's look ahead.
- 12 You know what I mean? Let's see what we got to do.
- 13 MRS. HOOVER: Yeah, but let's don't look at
- the population too because we can't get an Olive Garden
- here because nobody -- we only have 70,000 people. We
- can't get a Costco here because we don't have 80,00
- people, whatever it takes. But we got people -- the
- 18 average person without any kind of education in this
- 19 town unless it's flipping burgers or working at Walmart,
- the average mining person and most everybody works
- there, their income is 65, 70,000 a year.
- Average household is over 100,000 a year.
- 23 There's a lot of money in this town and people have to
- go out of town to buy the things they want because it's
- 25 not offered to them here. And nobody wants to bring it

- 1 here because they go, oh, my gosh, there's not enough
- 2 people.
- 3 MR. HOOVER: 18,000.
- 4 MRS. HOOVER: There's deep pockets in this
- 5 town. People have money. A guy does not think nothing
- to go buy a \$4000 gun to go hunting. A guy doesn't
- 7 think anything about buying a four-wheeler to go back,
- 8 you know, in the mountains and stuff.
- 9 MR. HOOVER: If you do the demographics,
- 10 you'll find out that Elko County has the highest amount
- of money per family in the state.
- 12 MRS. HOOVER: Right. And the average guy
- that's making \$60,000, his wife might be a school
- teacher and she's making 60,000. You know, what I am
- 15 saying? There's money here, so don't overlook us.
- But you guys, did you guys get ahold of ECEDA?
- 17 Elko County, is ECEDA there? They are the ones that
- 18 helped develop that airport out there. Did you guys get
- 19 ahold of them? They are part of the -- for the State of
- 20 Nevada Elko County -- I don't know exactly what it
- 21 stands for, but it's over on Railroad Street. Are you
- 22 spending the night?
- MR. FUREDY: Yes.
- MR. HOOVER: You need to go by there and see
- 25 Pam Wardick (phonetic) and they would help you guys get

- 1 people here. They would get you on board --
- 2 MR. LAMBERT: How do you spell that?
- 3 MRS. HOOVER: ECEDA? It's initials for
- 4 something. ECEDA. I think I might have their phone
- 5 number in here. But they are -- they're -- in fact, you
- 6 really need to see them. Their mission is to get
- 7 businesses here, is to get businesses here and try to
- 8 get something. Because we know --
- 9 MR. DESEN: Economic development.
- 10 MRS. HOOVER: ECEDA, the number is 738-2100.
- 11 And you can talk to Diane or Pam. And tell them Debbie
- 12 Hoover I told you you should get ahold or something.
- 13 See if they can help you.
- 14 Their mission is to get businesses here to
- 15 see -- find that Marshmallow Factory that will come over
- 16 here. You know, and our big issue is we don't have
- 17 qualified workers. They are all in the mines. So our
- big issue is we don't have a lot of people that are
- 19 qualified. So our unemployment rate has been good here,
- 20 is low. It's higher than it has been but it's low. So,
- 21 yeah.
- So get ahold of ECEDA. And she's over on
- 23 Railroad Street. So if you are spending the night, give
- 24 her a call in the morning and just say we were down and
- 25 we overlooked you guys and can we stop by and just say

hi real fast? Maybe they will. So they are over on Railroad Street next to the fire station out there. You know, where Cowboy Poetry is at, where the western duplex is? MR. FUREDY: I've never actually been to the Cowboy Poetry. MR. DESEN: We're off. (Whereupon the hearing was concluded.) 

1	CERTIFICATE
2	
3	STATE OF UTAH )
	)
4	COUNTY OF UTAH )
5	
6	This is to certify that the foregoing proceedings were
7	taken before me, Susan S. Sprouse, a Certified Shorthand
8	Reporter in and for the State of Utah, residing in Salt
9	Lake County, Utah;
10	
11	That the proceedings were reported by me in stenotype,
12	and thereafter caused by me to be transcribed into
13	printed form, and that a true and correct transcription
14	of said testimony so taken and transcribed is set forth
15	in the foregoing pages, inclusive.
16	
17	DATED this 14 day of MARCH, 2011.
18	
19	
20	
21	SUSAN S. SPROUSE, RPR, CSR
	LICENSE NO. 5965543-7801
22	
23	
24	
25	Certified Transcript

Page 1

Nevada State Rail Plan
Statewide

PUBLIC INFORMATION MEETING

Monday, February 13, 2012
3:30 to 6:30 p.m.

Desert Breeze Community Center
8275 Spring Mountain Road
Las Vegas, Nevada

Brian Sandoval
Governor

Susan Martinovich, P.E.
Director

Nevada Department of Transportation

1263 South Stewart Street

Carson City

REPORTED BY: RENEE SILVAGGIO, CCR 122

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2			
3	NEVADA DEPARTMENT OF TRANSPORTATION:		
4			
_	Matthew Furedy		
5			
	Eric Glick		
6			
	Julie Maxey		
7			
8			
9	JACOBS:		
10			
	Darwin Desen		
11			
	Andrew Ittigson		
12			
	Mike McCarley		
13			
	John McCarthy		
14			
	Angela Thens		
15			
16	* * * *		
17	* * * *		
18 19			
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1	Las Vegas, Clark County, Nevada
2	Monday, February 13, 2012, 3:30, p.m.
3	
4	* * * *
5	
6	PUBLIC MEETING PART ONE
7	
8	INDIVIDUAL COMMENTS
9	LESLIE WIMMER
10	
11	MR. WIMMER: My first name is Leslie, L-E-S-L-I-E;
12	last name is Wimmer, W-I-M-M-E-R, two M's.
13	THE REPORTER: Okay.
14	MR. WIMMER: Okay.
15	I simply endorse what's proposed here. I support
16	rail and rail development.
17	THE REPORTER: That's it?
18	MR. WIMMER: That's it.
19	And I think I will add to that, I think it has a
20	strong link to Nevada's future economy.
21	That's it.
22	Thank you, ma'am. Have a good one.
23	THE REPORTER: You're welcome.
24	MR. WIMMER: Thank you.
25	

	Page 6
1	INDIVIDUAL COMMENTS
2	ALAN ALLEN
3	
4	THE REPORTER: I need your name.
5	MR. ALLEN: Okay. It would be Allen, A-L-L-E-N.
6	And 8420 South Cimarron, Las Vegas, 89113.
7	And the question is, the UP Railroad spur that
8	crosses South Rainbow Rainbow Avenue and south of the
9	Blue Diamond Highway, and that road is scheduled to become a
10	six-lane road sometime in the future. It should already be one
11	due to the traffic.
12	And they don't want to put six lanes across a spur
13	and grade, and it's way too expensive to build a bridge over or
14	tunnel under.
15	So what is is there a long-range plan addressing
16	this problem?
17	Rainbow someday will be could be a state highway
18	connecting the Blue Diamond Highway to Interstate 15 and Sloan,
19	but we need to put this in in the mix to be thinking about
20	it, long range.
21	The fact is Rainbow should have already been six
22	lanes. There is enough traffic for it right now and nothing
23	has happened.
24	And there is a SID 142
25	THE REPORTER: You said SID?

	Page 7
1	MR. ALLEN: S-I-D.
2	THE REPORTER: 142?
3	MR. ALLEN: 142.
4	That has been collecting money for improvements on
5	Rainbow, but it doesn't appear to have any activity at this
6	time.
7	And I don't know and I think the crossing is part
8	of the trouble.
9	That's it.
10	THE REPORTER: Thank you, sir.
11	MR. ALLEN: Thank you.
12	
13	INDIVIDUAL COMMENTS
14	CASH JASZCZAK
15	
16	THE REPORTER: Please state your name.
17	MR. JASZCZAK: My name is Cash Jaszczak.
18	So I'm going to give you a card, dear, so you don't
19	have to guess.
20	THE REPORTER: That's very good. Thank you, sir.
21	MR. JASZCZAK: Okay. And I'm here representing
22	Nye County, Nevada, the Nuclear Waste Repository
23	THE REPORTER: The what?
24	MR. JASZCZAK: The Nye County Nuclear Waste
25	Repository Project Office.

	Page 8
1	And the comment specific comment is on the
2	Freight Rail and Grade Crossing Projects, Yucca Mountain is
3	cited as Item Number 2 with issues with implementation
4	issues, and it excludes a comment to be carried into the
5	Evaluation Matrix.
6	It's our recommendation, from our Nye County
7	perspective, that it be added to the Matrix. The rationale
8	being that until such time as the Nuclear Waste Policy Act is
9	changed, the potential for Yucca Mountain is a reality
10	regardless of the current political circumstance and climate,
11	and to not include this is to avoid a significant revenue
12	stream that would virtually pay for a north/south connecting
13	rail between Reno and Las Vegas, and specifically at Ivanpah
14	THE REPORTER: Ivanpah?
15	MR. JASZCZAK: Ivanpah.
16	and contribute to the intermodal capability
17	THE REPORTER: I'm sorry?
18	MR. JASZCZAK: Contribute to the intermodal
19	process
20	THE REPORTER: Inter?
21	MR. JASZCZAK: Intermodal, M-O-D-A-L.
22	and allow us a major north/south route that would
23	invite commerce from Northern California and the Reno area to
24	Southern Nevada and the L.A. area and all points west from both
25	points.

	Page 9
1	And that should do it.
2	THE REPORTER: Thank you.
3	
4	INDIVIDUAL COMMENTS
5	ED MUELLER
6	
7	THE REPORTER: Okay. I need your name.
8	MR. MUELLER: My name is Ed Mueller, Esmeralda
9	County, Nevada.
10	And I want to bring to your attention that on the
11	Freight Rail Grade Crossing Projects, Item Number 2, it says:
12	Add service to the Yucca Mountain Nuclear Waste Repository.
13	That's talking about the proposed minor route for
14	the Yucca Mountain Project, which comes right through our
15	county, through Goldfield, which is the county seat for
16	Esmeralda County.
17	And we feel that you need to go further and check
18	off implementation issues, but I feel that you need to
19	advance you need to check off in advance the Evaluation
20	Matrix because, until the law is changed, this thing is still
21	fully alive.
22	Plus there has been a lot of work done preliminary
23	on that already by the State of Nevada and by all the counties
24	that that route would go through.
25	And so we just need to do some more evaluation on

	Page 10
1	that issue.
2	Okay? Thank you.
3	THE REPORTER: Thank you.
4	
5	PUBLIC MEETING
6	OPENING COMMENTS BY JULIE MAXEY
7	
8	MS. MAXEY: Good evening.
9	In a couple of minutes I will allow you guys to
10	finish up your conversations. We're going to go ahead and do
11	two presentations tonight.
12	We've got a nice little group that's gathered, and
13	so we figure we might as well go ahead and do our presentation
14	now.
15	We will do another presentation at 5:30 as we
16	advertised, but so you guys can get going on your evening we
17	appreciate you coming out we'll go ahead and do two
18	presentations in just a couple minutes.
19	Okay. Great. We'll go ahead and get started.
20	My name is Julie Maxey. I am the public hearing
21	officer for the Nevada Department of Transportation.
22	With me tonight is Matthew Furedy. He is the
23	project manager for the Statewide Nevada Rail Plan, which is
24	what we're presenting tonight.
25	This is the second round of information meetings.

	Page 11
1	And we will be doing these meetings in Reno on the 15th, which
2	is this Wednesday; and then another one in Elko on Thursday,
3	the 16th, to conduct them in all three districts.
4	Before we get started, I'd like to go over the
5	Q and A session that we're going to conduct after the
6	presentation.
7	If you could please state your name and spell it for
8	the court reporter we have here tonight, who is taking down the
9	presentation and the Q and A verbatim.
10	She will also be here through the entire meeting if
11	you want to sit down with her and make a verbal statement for
12	the permanent record.
13	So there are several ways you can make a comment
14	tonight, and that's why we're here, we want to get your
15	comments and your thoughts on the Nevada State Rail Plan.
16	There is a comment page on the back of your handout
17	packet. And you can fill that out and leave it in the box
18	tonight, or if you take it home and want to think about it, the
19	comment period will be open for four weeks.
20	You can also go online and leave your comments as
21	stated in the welcome letter or make your statement to the
22	court reporter.
23	So with that, I'll go ahead and turn it over to
24	Matt, and he can introduce his team.
25	Thank you.

	Page 12
1	
2	OPENING COMMENTS BY MATTHEW FUREDY
3	PROJECT MANAGER FOR THE STATEWIDE NEVADA RAIL PLAN
4	
5	MR. FUREDY: Thanks, Julie.
6	Like she like Julie said, I'm Matt Furedy. I
7	work for Nevada DOT up in Carson City.
8	My boss, Eric Glick, is in the back.
9	With Jacobs, our consulting team, the project
10	manager is Mike McCarley.
11	Darwin Desen will be giving the presentation.
12	Angela Thens, John McCarthy, and Andrew Ittigson.
13	We've been we started the process back in October
14	of 2010. And about a year ago we had the first round of public
15	meetings where we told you what we would be doing and asked for
16	initial comments.
17	And now today Darwin will be showing you what we've
18	done over the last year or so and what we've found.
19	So, Darwin, if you want to go ahead.
20	
21	PLANNING PROCESS
22	POWER POINT PRESENTATION BY DARWIN DESEN
23	
24	MR. DESEN: Thanks, Matt.
25	Well, as Matt said, we've we started a little

Page 13 over a year ago, and we went through a -- we've gone through 1 2 about a 16-month effort to date where we've gone through and -well, let me just -- sorry. 3 We've gone through a planning process that involves 4 several key components. One is we've established our vision, 5 goals, and objectives of what we wanted to accomplish with the 6 State Rail Planning process. 7 The other thing that we've done is we've sat down 8 9 and we've worked with the Nevada Department of Transportation and key members of their staff to talk about their process of 10 11 how they identify projects from the start, how they go through 12 the planning effort into final design and construction into final implementation of the project, and really what they do to 13 14 prioritize those projects from conceptual all the way through to the final design and construction phase. 15 16 Then we went through an effort and looked at the existing rail infrastructure throughout the state and conducted 17 18 an inventory so we know what's out there. We know who owns it, we know who's operating on it and what's -- what's being moved 19 today. 20 Then we went through a very extensive process to 21 reach out to the rail stakeholders throughout the state. 22 are freight rail providers and passenger rail providers, and 23 entities, private entities and shippers who choose to move 24 25 product and passengers by rail.

	Page 14
1	Then we went through that process, as we met with
2	those stakeholders we identified projects throughout that
3	process. And then we went through a process to identify what
4	those discrete projects are and tried to put those in a
5	prioritization of what makes sense to move forward in the near
6	term, what makes sense to move forward in the short you
7	know, mid term, and then long-range planning beyond that.
8	And then we've also gone through a process to
9	identify what the funding needs are for those projects and
10	where those funding potential funding sources might be to
11	help move those projects forward.
12	Then ultimately we will the final Rail Plan will
13	identify a method of implementing those plans and the
14	strategies that the Nevada Department of Transportation will
15	use to move the projects forward.
16	So as it says, the first thing that we did, went
17	through and we identified what the mission and vision of the
18	State Rail Plan is. And basically what that means is what do
19	we want from the State Rail Plan?
20	And just really in a in a brief statement, if you
21	will, the overall mission of the State Rail Plan is to improve
22	the overall state rail infrastructure to improve the overall
23	quality of life for the citizens in Nevada.
24	Improve the safety of transportation and improve
25	the provide environmental and economic sustainability

	Page 15
1	throughout the state, from a transportation-related system.
2	From that evolve two things, we could have two
3	distinct rail infrastructure needs: One being moving passenger
4	on the rail infrastructure and the other being freight.
5	With the rail rail vision, the intent there is to
6	provide a safe, reliable mode of transportation that is an
7	alternate to your standard auto, truck, bus, and air and boat
8	transportation.
9	Then also with that is the freight rail vision, and
10	that is to work with the existing rail rail companies, being
11	the Union Pacific Railroad and being BNSF Railway and work with
12	them on what it takes to improve the overall movement of goods
13	throughout and within the State of Nevada to relieve congestion
14	on our highways and, again, improve the overall quality of life
15	of the citizens of Nevada.
16	The goals that we wanted to accomplish with the
17	State Rail Plan is, number one, to enhance the safety and
18	efficiency of our state rail system, really the overall
19	transportation system within the State of Nevada.
20	But primarily we're focused on the state rail
21	infrastructure.
22	Again, optimize the Nevada's rail potential to
23	effectively address social, economic, environmental, and energy
24	effects by improving congestion, improving overall quality of
25	life, and improving safety.

	Page 16
1	And, again, working with the Nevada Department of
2	Transportation on organization structures that are specific to
3	rail to identify a process and strategies of how they can
4	assist private developers and entities in identifying rail
5	projects and how they can move those rail projects forward.
6	So overall, how did we get here?
7	As we said, it's been about 16 months in the
8	process.
9	We developed our rail and vision and goals and
10	objectives, and we've we met with the our well, let me
11	back up.
12	We identified our technical advisory committee.
13	We have of rail professionals around the state. We have
14	invited them to join our TAC, our Technical Adviser Committee,
15	and then we have held two rounds of meetings with them.
16	Each round consisted of a meeting in here in
17	Las Vegas area and one up in the Reno/Tahoe area.
18	And we talked to them about what we wanted the rail
19	plan to do, and got input from them as what they thought they
20	wanted the rail plan to accomplish.
21	We also conducted one round of public meetings. And
22	this consists of our second round of public meetings.
23	Our first round was back in February of 2011, about
24	a year ago.
25	And then we went through a a very extensive

	Page 17
1	stakeholder outreach program where we again, we contacted
2	entities throughout the state, rail stakeholders, the Union
3	Pacific Railroad, the BNSF Railway, Amtrak, the Western High
4	Speed Rail Alliance, Arizona DOT, Caltrans, Idaho Department of
5	Transportation, Utah Transportation Utah Department of
6	Transportation, and then the various rail stakeholders within
7	those states that have private interests or public interests on
8	what they want to do as far as moving rail projects forward in
9	the State of Nevada, and what they needed as far as whether
10	it's a passenger rail or freight rail transportation.
11	In that, we sent out or in addition to that we
12	sent out over 200 surveys to rail stakeholders throughout the
13	state. And from those surveys that we mailed out to them, we
14	received 44 surveys back to the project team, but out of that
15	we also received 75 comments on our project web site.
16	And I'll talk a little bit more about that later
17	tonight because that web site is still open and, of course, you
18	have comments in your packet comment forms in your packet
19	that we welcome your comments.
20	And that's part of this process.
21	So, again, the process that we've used going
22	forward, we also coordinated with ongoing studies, rail highway
23	studies.
24	We worked with the I-15 corridor project team and we
25	talked about what their long-range multimodal planning effort

	Page 18
1	is and how that fits with our State Rail Plan.
2	We talked to connecting Nevada team, the northern
3	north/south, multi-state, multimodal study, which is also
4	sponsored by Nevada Department of Transportation.
5	There was an Inland Ports Study team that is
6	sponsored by NDOT, and then there is a Southwest Rail Study
7	that is actually sponsored by Federal Railroad Administration,
8	which is looking at the entire Southwest Region, not just
9	Nevada, but California, Arizona, Utah, Colorado, I think goes
10	as far as Idaho as far north as Idaho.
11	And where we pulled in and tried to coordinate
12	with those existing planning teams so we understand how that
13	fits with our State Rail Plan.
14	Then we completed our draft inventory of the
15	infrastructure throughout the state and what the passenger and
16	freight needs are.
17	We identified the issues that are related with that
18	infrastructure that were, you know, issues related:
19	Congestion, just where there is additional trackers that might
20	be required.
21	And then we identified the opportunities that are
22	associated with those those issues: What can you what
23	can you do to improve those issues that are causing congestion
24	that are creating problems?
25	And then to that process we've identified we set

Page 19 up a matrix so we could establish all those projects and put 1 2 them into a prioritization so we can say, again, which ones make sense moving forward in the near term and what would be 3 more of a mid term and then a long-range plan for the State 4 5 Rail Plan. Overall, the types of projects that we identified 6 throughout this process is broken up into passenger rail and 7 freight rail components. 8 9 And in the passenger rail components, it's only broken up into two distinct types of passenger rail. 10 11 One is your conventional rail, which is more like what you would -- everyone would be familiar with Amtrak. 12 That's a conventional rail -- passenger -- conventional 13 14 passenger rail. In that, the three main projects that we've 15 identified, you've got the Desert Wind from Salt Lake City to 16 Los Angeles. That was discontinued back in the '90s, and we've 17 18 talked to Amtrak about potentially reinstating that. We have the X-Train, which is a private entity, that 19 is talking to the Union Pacific Railroad the Burlington 20 Northern Santa Fe Railway about operating an excursion train, 21 if you will, or a passenger train between the L.A. Basin and 22 Las Vegas. It's more of a weekend operation. I think it's 23 like a Thursday through Sunday operation. 24 25 And, again, that's a private entity. Working those

Page 20 details out would be the private railroads. 1 2 And they're also talking to Amtrak about the operation of that service. 3 And then we -- something that came up during the 4 5 State Rail Planning process is Washoe Regional Transportation Commission. 6 They are working on a -- their transportation 7 committee is working on transportation alternatives for the 8 2022 Winter Olympic Games because the State of Nevada wants to 9 put in a bid for those 2022 Olympic Games. 10 11 So part of that transportation plan is also wanting 12 to look at rail transportation and what that could potentially provide throughout that -- the Winter Games. 13 14 High speed rail, several projects were identified, many of those which you know, the DesertXpress between 15 16 Las Vegas to Victorville. We've got Maglev, the California-Nevada super speed 17 18 Maglev Project. You have the Western High Speed Rail Alliance, which 19 is looking at the Golden Triangle between the L.A. Basin, 20 Las Vegas, and the Phoenix area. 21 And then they're also looking at, you know, the 22 multimodal framework of the terminals relative to the high 23 24 speed rail program as well. The excursion rail, which is another type of 25

	Page 21
1	passenger rail, is really limited to the Northern Nevada
2	Railway and the Virginia and Truckee Project.
3	Both of those entities have planned expansions that
4	they're looking at and are very interested in being included in
5	the State Rail Plan for potential funding mechanisms.
6	From the freight rail side of this, obviously the
7	Union Pacific Railroad is the predominant owner of all the
8	relevant structure in the State of Nevada.
9	They own not all but 95-plus percent of all the
10	relevant structure.
11	They own and operate the two main corridors that
12	operate through the State of Nevada, the northern corridor that
13	runs through the northern part of the state, through Elko and
14	the Reno/Tahoe area, and they also own the rail line that runs
15	through the Vegas area.
16	They have several projects that they've identified
17	that are on their books for improvements to relieve congestion,
18	whether that's centralized traffic control and improvements of
19	their signalization system and communication system, siding
20	extensions, crossovers, you know, things of that nature, those
21	are in their near term plans for improvement.
22	They're also always have on the books and have
23	for many years is upgrades to the Donner Pass.
24	They have two tunnels in the Donner Pass over
25	Donner Pass. One they have already gone through and made

Page 22 improvements where they can run double-stack containers 1 through. They've notched out the tunnel and provided the 2 clearance so they can do double-stack containers. 3 But the second tunnel does not have that clearance 4 envelope so they're limited to one -- one of their main lines 5 through the Donner Pass area. 6 7 They also have -- there are -- there is interest in relocating the potential transload facility or the existing 8 transload facility in the Fallon area and some of the tracks 9 that's just in that area to improve congestion. 10 11 And then there is interest in adding additional spur 12 lines to that. From the rail highway grade crossing part of the 13 14 program, NDOT currently has a very in-depth process where they go through and they work with the Federal Railroad 15 Administration and the Union Pacific Railroad, where they go 16 through, on a three-year rotation they look at basically 17 one-third of all the distinct grade crossings throughout the 18 19 state. 20 And every year they identify issues that need to be addressed under the grade crossings and, you know, work with 21 the Union Pacific Railroad and the FRA in getting money to make 22 those improvements as needed. 23 24 So they go through the entire state, basically once every three years, and they just keep working on it and, you 25

	Page 23
1	know, sometimes it's it's taking a grade crossing and
2	turning it into a or a grade separated crossing or it could
3	be things just improving signalization or things of that
4	nature.
5	So with that I'd like to well, let me back up a
6	little bit.
7	With that we identified several projects that when
8	we met with all the stakeholders, and the project team had to
9	sit down with the NDOT folks and identify a process to evaluate
10	those projects.
11	What I'd like to do now is have Andrew Ittigson kind
12	of go through that process and explain the way we looked at
13	them and how we how the projects fell out.
14	
15	PROJECT EVALUATION, ALL PROJECTS
16	POWER POINT PRESENTATION BY ANDREW ITTIGSON
17	
18	MR. ITTIGSON: Okay. So I'll take you through the
19	Phase One of the evaluation process.
20	Basically what we did is similar to this through our
21	whole stakeholder and public outreach process, we solicited
22	comments from the public stakeholders and put together a
23	comprehensive list of all the different projects. And we
24	started from there.
25	And that was from the first round of the public

	Page 24
1	meetings, to the web site, and then other forms and input that
2	we received in the past year.
3	And we looked at it, all of the projects and looked
4	at where they were as far as progress on that within that
5	specific project.
6	Some have already had several studies done, others
7	are just more concepts that have been introduced during this
8	rail plan.
9	So what I'll do is I'll take you through the actual
10	table, and then I can kind of explain some of these bullet
11	points.
12	Where is the table
13	MR. DESEN: It's down the road.
14	MR. ITTIGSON: Okay. Then I'll take you through
15	this.
16	And so we looked at four areas. Basically, does
17	it has there ever been a study done for that project, the
18	specific project, has it ever had a study done?
19	If not, then we're saying let's not advance it at
20	this moment for this State Rail Plan, let's have an initial
21	preliminary study done, and then we can kind of take it from
22	there and then and look at it again when a real update may
23	occur in the future.
24	Also part of step two we looked at, is it a project
25	that has already had some studies done that's been looked at

	Page 25
1	but there's still some implementation issues, some things that
2	are outstanding and need further involvement and they're not
3	rending necessarily to move on to our next evaluation process
4	and to the matrix and further evaluation?
5	Some of the some of the projects that were
6	recommended to us were really just specific upgrades to the
7	railroad. It may just need a meeting or phone call or
8	something with UP to figure something out to work that out to
9	make it a little more efficient for that project.
10	So that would be part of the request for a business
11	issue for the UP or the BNSF.
12	And then the last the projects that have the
13	sufficient amount of study and that we sought to move forward,
14	we then evaluated them as part of our our Evaluation Matrix,
15	and we actually evaluated up against those objectives that
16	Darwin introduced to you earlier.
17	As I mentioned, some of the projects as they move
18	forward and they do updates, NDOT does updates to the Rail
19	Plan, they may be sufficient for advancing the next stage over
20	the next two, three, four, five years or something.
21	But as far as this Rail Plan goes, we'll John
22	will take you through the actual projects that advance to the
23	next level.
24	THE REPORTER: I need your name.
25	MR. MCCARTHY: John McCarthy, M-C-C-A-R-T-H-Y.

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1	
2	PROJECT EVALUATION, ADVANCED PROJECTS
3	POWER POINT PRESENTATION BY JOHN MCCARTHY
4	
5	MR. MCCARTHY: So what we wanted to do when we got
6	the projects that advanced to this next level was take a more
7	detailed look at them.
8	One of the things was the time line for the
9	projects.
10	And our objective was comply with the Federal
11	Railroad Administration, FRA's interest to have a short-term
12	plan, zero to five years, and then a longer term, six to 20,
13	and also to look at some projects maybe that are beyond that,
14	over 20 years out in the future.
15	So we categorized the projects by when we
16	anticipated they might be implemented.
17	Another issue was whether they were a public or
18	privately-advanced project.
19	So some of the in some cases maybe Amtrak was
20	looking to do a project, in other cases it's a private venture
21	that's proposing the project.
22	And we wanted to point that out as we're evaluating
23	the projects, whether it's a private business decision or
24	whether it's Amtrak's decision.
25	We looked at the cost range only in the broadest

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1	sense so if it was a project maybe up to 10 million or if it
2	was ten to a hundred million, in mid range, or over a hundred
3	million, just to kind of categorize them a little bit to
4	understand the scale of the project that we're talking about.
5	And then what we did is we took those projects that
6	had gone through that initial list, and we evaluated the how
7	well each of those projects satisfied the objectives of the two
8	primary goals that had been developed for the project that
9	provided the comparison. And we ranked
10	MR. ITTIGSON: John, I'm going to put the Matrix up
11	there in front of them.
12	MR. MCCARTHY: Okay. Is that better?
13	MR. DESEN: And this Evaluation Matrix is in your
14	handout as well.
15	MR. MCCARTHY: Just to give you an idea so the first
16	category there is, if it's a private business decision, it's a
17	yes or a no.
18	The second category of the three dollar ranges, we
19	put a check in one of those three boxes just to rank them.
20	And then you see the two goals at the top are listed
21	horizontally and the individual objectives under each one.
22	And we ranked each project then on how well it
23	satisfied the objectives.
24	So if it minimally satisfied that particular
25	objective, we scored it a one.

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1	If it partially satisfied the objective, we gave it
2	a two.
3	And if it substantially satisfied that objective,
4	then we gave it a three.
5	And you'll see, for example, there's number threes
6	across here. There are some NA's, not applicable.
7	And we got to the end then of the categories and we
8	had a total number there, and we divided it by the number of
9	categories to get an average score.
10	So a perfect score is a 3.0. All of the projects
11	here scored more than a 2.0, which was sort of the minimum
12	threshold we felt for a project to be considered.
13	And then we wanted to look at some of the other
14	issues relating to these projects. In some cases they would
15	require Amtrak's involvement, for example, Darwin mentioned the
16	Desert Wind. This is a service that Amtrak had previously
17	provided so that that would be an issue.
18	In other cases, you may be looking at Congressional
19	funding. If you're looking at passenger rail services going
20	through multiple states, that is funded by Congress so you need
21	Congressional approval.
22	And you may well need the host railroad to approve
23	that service as well.
24	So the they need to do a study to determine what
2 5	you're now advergely affecting the freight traffic flow on

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1	their their line.
2	So we identified those categories on the right-hand
3	side.
4	And then in the end we included sort of a summary
5	evaluation just to give you an idea of the status of the
6	project, where it is, what's happening.
7	So in some cases they were Union Pacific Railroad
8	projects. They may be implemented by the railroad on their
9	own, the railroad company may do it.
10	In some cases they might come and look for some
11	support from NDOT for a grant application or TIGER funds or
12	other other funding opportunities.
13	So basically we wanted to sort of identify those key
14	issues in that right-hand column.
15	And those are in your handout.
16	And then on the right-hand side of the room here,
17	the two boards on the left, the one is the zero to five years.
18	And there's a map that shows you where the projects that are
19	listed are located in the state or out of state.
20	And then the second pair on the right (indicating)
21	are the six to 20 or plus projects and the map that corresponds
22	to those particular projects.
23	And basically we came down to an issue of which
24	projects then would NDOT support as a matter of policy, would
2.5	they be willing to write a letter of support to process a grant

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1	application, or other activities?
2	And then in some cases funding support.
3	And the Rail Highway Grade Crossing Program is a
4	clear indication of where NDOT is typically involved in
5	providing staff time to get those grade crossings improved on
6	an annual basis.
7	So that was the process we went through.
8	They're detailed in your handout and on these
9	display boards for each of the projects.
10	
11	RECOMMENDATION FOR NDOT POLICY SUPPORT
12	POWER POINT PRESENTATION BY DARWIN DESEN
13	
14	MR. DESEN: Okay. So basically what it boils down
15	to is all the projects that we identified through this
16	stakeholder outreach is we we again, we turned it down
17	into short term, mid term, and long term plans.
18	So for short term, what we've identified for policy
19	support and, again, I want to reiterate what the policy support
20	means, is that NDOT supports the project. They're not
21	supporting it financially. They're not the driving force
22	behind the project.
23	They are supporting it, if that entity needs
24	assistance in grant applications or legislative assistance
25	within the State or within the Federal Government, you know,

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1	stuff like that, they're there to help support the process, but
2	they are not the driving force behind the project.
3	Examples of that are the the X-Train, the
4	DesertXpress, the Modoc Sub land-banking, excursion rail
5	extensions.
6	And the reason why we've identified those is that
7	they're far enough along in the process that they've just
8	we'll go to the X-Train and the DesertXpress.
9	The X-Train, they are currently negotiating their
10	operations and their plan of operations with the two railroads,
11	the UP and the BNSF Railway. They're also talking with Amtrak
12	on that, operating of service.
13	So they're under a contract negotiation. That's a
14	private entity, and they're moving that project forward.
15	The DesertXpress, they've gone through their
16	environmental evaluations, they've got a record of decision
17	from the Federal Railroad Administration that gives them
18	authorization to move into final design and construction.
19	So they're moving the project forward.
20	NDOT is there to support them from, you know, grade
21	applications or policy decisions that need to be made to help
22	the projects out.
23	The UP Wesso Crossover, that's an example of the
24	project that the UP has identified. They will financially move
25	that project forward

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1	Any any policy decisions that they need to help
2	them move forward, NDOT is there to help them, but they're
3	they're not financially moving the project forward.
4	The mid term projects, the 2022 Olympics, if there
5	is a possibility to have rail passenger rail service during
6	that the 2022 Olympics, obviously that needs to get moving
7	very quickly as far as the planning analysis and working that
8	out with the Union Pacific Railroad.
9	So that's something that needs to happen immediately
10	or at least within the short term.
11	UP siding and CTC improvements, again, that's
12	those are programs that the UP will fund, that's in their plan,
13	but anything that NDOT needs to do to help them to
14	legislatively or whatever to move forward, they'll they're
15	there to assist them.
16	Long term, the Western High Speed Rail Alliance, the
17	Golden Triangle Initiative, and what's the the what the
18	Federal Railroad Administration is doing as far as the
19	Southwest Regional Study, NDOT is supporting that.
20	They're not the driving force behind it right now.
21	Actually the Federal Railroad Administration is on they're
22	they're sponsoring the setting.
23	The Locomotive High Speed Rail Transportation hub ir
24	Las Vegas, again that is something that would connect to
25	whether it's DesertXpress or another high speed rail entity

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1	that connects it at Las Vegas. That is something that NDOT is
2	also supporting to help coordinate the location of that
3	intermodal hub.
4	
5	RECOMMENDATION FOR NDOT FUNDING SUPPORT
6	POWER POINT PRESENTATION BY DARWIN DESEN
7	
8	MR. DESEN: Funding support, the Rail Grade Crossing
9	Program that NDOT currently has going on, they provide their
10	staffing to go out and evaluate the road crossing.
11	So they they actually fund that staff time
12	through works with the Federal Railroad Administration for
13	Federal grant funding and the matching private funding from
14	the the Union Pacific Railroad for those grade crossing
15	improvements.
16	So that is a program that we're recommending to
17	continue to move forward. It is a very good program. It helps
18	the quality of life and safety throughout the State of Nevada.
19	Recommendations the projects that we've
20	recommended for future study, there is a project that was
21	identified in Elko, the two Amtrak platforms have had some
22	confusion in at least some of the comments that we've received.
23	There is two separate platforms depending on which direction
24	you're going.
25	We recommend that there is an evaluation to combine

Page 34 those platforms. And we have to work with the Union Pacific 1 Railroad and Amtrak to see what makes sense out there to better 2 facilitate passenger travel and make it easier, whether it's 3 signage or just a better platform layout. 4 5 Again, the 2022 Olympics, we have them both in the near term and the future study just because 2022 is just far 6 enough in the future that it's going to take some time to work 7 that one out. 8 Again, the Las Vegas Multimodal Terminal, that is 9 something that is just going to be an ongoing process depending 10 11 on whether the future of high speed rail, whether it's 12 DesertXpress, Maglev, however those projects are progressed from the private entity standpoint of where that multimodal 13 14 terminal needs to fall out and is there to support and coordinate that effort. 15 And so, anyway, as far as an overall schedule of the 16 State Rail Plan, we are in the -- at the very top when you look 17 18 at the provided outreach program, you see Round 1 and Round 2, we're in the Round 2, under that Round 2 bar (indicating). 19 The intent is to complete the State Rail Plan and 20 have a final document ready to present to the State 21 Transportation Committee by the end of March. 22 We are -- we have a draft State Rail Plan up on the 23 web site now. It is available for public review and comment, 24 25 and we certainly welcome your comments on the State Rail Plan.

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1	That's really what this whole process is about, is
2	to present what we've done, have you take a look at it, get
3	your feedback, implement that feedback as much as we can and
4	submit that final State Rail Plan.
5	So our next steps is, as I said, incorporate the
6	final comments from the public meetings such as this, comments
7	from our Technical Advisory Committee, the Federal Railroad
8	Administration, NDOT, who has gone through an extensive review
9	of the document.
10	Take those comments, finalize our State Rail Plan by
11	the end of March, submit that to the FRA, get their final
12	buy-in on it, and then ultimately submit it to the State
13	Transportation Board for their final approval and adoption as a
14	State Rail Plan.
15	So what we are wanting to reiterate, we do have a
16	State Rail Plan web site, and we have comments will be made
17	available or taken on that web site through March 15th.
18	You have a comment form in your packet and you can
19	either fill it out now and drop it in the box, or you can mail
20	it to us or you can e-mail it to Michael McCarley, who is our
21	consultant project manager, and/or you can mail e-mail it to
22	Matt Furedy, who is the NDOT project manager.
23	And their e-mail addresses are up there on the
24	screen or they're in your packet.
25	MR MCCARLEY: I also want to throw in the web

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1	site, the URL is: nvrailplan.com. So if you want to look at
2	that or and it's on the slide, the comments:
3	nvrailplan.com.
4	MR. DESEN: So did everyone hear that, that web site
5	is: nvrailplan.com.
6	MR. ERICKSON: ND?
7	MR. DESEN: NV, for Nevada.
8	NV, as in Victor, Rail Plan.
9	THE REPORTER: I need your name, sir. I need your
10	name.
11	MR. DESEN: Sir?
12	THE REPORTER: I need your name, sir.
13	MR. ERICKSON: Larry Erickson.
14	THE REPORTER: Larry. Last name?
15	MR. ERICKSON: Erickson.
16	THE REPORTER: E-R-I-C-K
17	MR. ERICKSON: S-O-N.
18	THE REPORTER: Thank you.
19	MR. DESEN: With that again we have several boards
20	around the room. We'll be here through 5:30 and even beyond if
21	you need to.
22	You know, we have the whole project team here.
23	We're available to answer questions or we can take questions
24	right now if you would like.
25	I can pass the mike around.

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1	MS. MAXEY: Before we get going on a few of the
2	questions and comments from the audience, just once again, if
3	you could please state your name for the court reporter.
4	We will be doing the presentation again at 5:30. It
5	will be exactly the same. The only thing that will change
6	obviously will be the comments and questions.
7	So with that, we'll go ahead and field some
8	questions, comments.
9	
10	QUESTIONS AND COMMENTS
11	
12	MR. KLEVORICK: Thank you for hosting this.
13	My name is Phil Klevorick, K-L-E-V-O-R-I-C-K, from
14	Clark County.
15	I have two questions.
16	First one is an easy one to answer, and you refer to
17	Las Vegas multimodal terminal and Ivanpah. And I want to know
18	what multimodal means to you; and if it doesn't include
19	freight, then I'm happy to hear that, but I just want to make
20	sure I want to hear have it recorded.
21	And the second question, which is probably the most
22	difficult one you're probably going to have to answer is: Why
23	is the Department of Energy's Caliente Railroad proposal
24	submitted 2008 not included in this Nevada State Rail Plan?
25	

	Page 38
1	(Sotto voce at this time.)
2	
3	MR. DESEN: The multimodal center that you're
4	talking about is the and it is primarily identified as a
5	passenger rail multimodal.
6	So it ties high speed rail, proposed high speed
7	rail, with conventional passenger rail and connections for bus
8	connections and highway connections.
9	So it is multimodal in the passenger sense.
10	The Caliente, or better known as I can't think of
11	it
12	MR. ITTIGSON: Yucca Mountain.
13	MR. DESEN: Yucca Mountain. Thank you.
14	The reason why it's not in there is
15	MR. ITTIGSON: Well, it is in our
16	MR. DESEN: It's in the overall State Rail Plan. It
17	did not make the final list of recommended projects to move
18	forward because the bottom line there is it it's right
19	now it's a dead project. It's not moving forward.
20	Yes, sir.
21	MS. MAXEY. Sorry about that. I'm having problems
22	with my mike.
23	
24	(Sotto voce at this time.)
25	

Page 39 1 MR. JASZCZAK: I'm Cash Jaszczak, and you have my 2 card over there so you know how to spell my name. I won't embarrass myself by spelling for everybody 3 4 else. 5 There are a couple things to follow up on the Caliente corridor question. 6 If you go back to your recommendation for NDOT's 7 future study, the last comment seems to imply that when and if 8 Yucca Mountain were to revive itself you then have an 9 opportunity to have NDOT get involved. 10 11 At least I would believe that that would be the case because the policy perspective you're not taking a policy on 12 because it's the State's policy not to have that discussion at 13 14 this point. So having said that, is that, in fact, a reasonable 15 16 assumption? And, second, on your review process, I don't know 17 18 when the last one of these were, when the last plan review was, but when's the next one? And if things do change, how quickly 19 can you respond to that, and do you anticipate that you would 20 respond in any reasonable manner? 21 MR. FUREDY: The -- when it comes to the Yucca 22 Mountain, that -- I guess when Darwin said it's a dead project, 23 24 when you take a snapshot of what the State is right now, it's a dead project. 25

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1	But obviously if it does pick up again, NDOT is
2	planning on doing an update to the Rail Plan every two years.
3	So the next Rail Plan obviously, if it has moved
4	forward, it will be added to the list, and it very well could
5	be moved up onto the Advanced Matrix.
6	MR. JASZCZAK: But to follow up on that then, you
7	obviously haven't discussed about this, and from other things
8	that haven't been implemented either, which is the
9	DesertXpress, Maglev, and others, you've got a policy statement
10	there.
11	Is there my particular reason you were reluctant to
12	make a policy statement relative to Yucca Mountain, which is a
13	potential source of funding and a potential source for all
14	those opportunities that could avail itself?
15	MR. FUREDY: Well
16	MR. JASZCZAK: I'm not trying to trap you, it's
17	okay.
18	MR. FUREDY: No, that's okay. We'll try to take all
19	comments and questions.
20	But the DesertXpress right now, it has a record of
21	decision so it has been moving forward.
22	The Yucca Mountain right now as it stands is not
23	moving forward.
24	Darwin, do you want to add anything to that?
25	MR. DESEN: I mean, going back to what you said, I

	Page 41
1	mean it is the intent of the State Rail Plan and the
2	processes and procedures that we've identified and the
3	recommendations we're making to NDOT, as far as a rail division
4	and their strategies for looking at rail infrastructure within
5	the State, it is intended to be updated every two years, or
6	every two to four years is the intent.
7	So, you know, two years from now, again, whether
8	it's Yucca Mountain or another project that develops, NDOT
9	the intent is that NDOT will be there as a rail division to
10	help move the right project forward as it develops.
11	
12	(Sotto voce at this time.)
13	
14	MR. LAKE: Dan Lake, L-A-K-E.
15	My question is simply, you know, we have this plan,
16	in what capacity are the Union Pacific and the Burlington
17	Northern Santa Fe working and engaged in this process, or is
18	this just pie in the sky?
19	THE REPORTER: Or is this just what?
20	MR. DESEN: Pie in the sky.
21	THE REPORTER: Pie in the sky.
22	MR. DESEN: Well, I will say that both the Union
23	Pacific and the Burlington Northern Santa Fe Railway have been
24	very engaged.
25	We've had several meetings with both railroads.

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1	And, you know, the fact of the matter is that the rail
2	infrastructure in the state today is privately owned.
3	So they have a business to operate. And their
4	primary focus is to ensure that that business continues to
5	operate safely, efficiently, and is not impacted by any other
6	business opportunities.
7	So those negotiations, like the X-Train, are being
8	held outside of our project team.
9	But the development and the evaluation of the State
10	Rail Plan and the process, those two rail companies were
11	involved in the process.
12	So this is we're not doing this in a vacuum or in
13	a black box. They are engaged. And that's probably the best
14	way I can put it.
15	
16	(Sotto voce at this time.)
17	
18	MR. TOMBAUGH: My name is Ray Tombaugh. Last name
19	is spelled T-O-M-B-A-U-G-H.
20	I'm a member of a five tenancy group, the Friends of
21	Southern Nevada Railway.
22	My question is: In Bypass One it is coming the
23	grade separation, when will that be complete, is it 2016 is my
24	question?
25	MR. FUREDY: I'm sorry.

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1	MR. DESEN: The Bypass One grade?
2	MR. TOMBAUGH: Yeah, Bypass One and the grade
3	separation that connects all of the 22 mile track on the Golden
4	Ranch Line.
5	MR. DESEN: You know what, an honest answer there is
6	I don't know but we'll find out.
7	MR. TOMBAUGH: Uh-huh.
8	MR. DESEN: And we'll get your information and I'll
9	make sure you
10	MR. TOMBAUGH: Well, I'm I'm part of the friends
11	group that is a volunteer that helps run the train, that
12	operates on the upper four miles of the Golden Ranch line.
13	MR. DESEN: Okay.
14	MR. TOMBAUGH: This project, if it goes through,
15	will connect all 22 miles of track to do you know what I'm
16	saying?
17	MR. DESEN: Yeah.
18	MR. TOMBAUGH: We would have to, you know, get with
19	Union Pacific if we operate further down, before we can operate
20	on the main main line, but this will greatly improve the
21	because I get comments on the train: The train doesn't go
22	anywhere. The train does not go anywhere. Why doesn't the
23	train go down to the dam no more?
24	I have to I do a a live narrative on a trolley
25	car to up the boneyard. I take the people up to the yard. Why

	Page 44
1	does it go here? And I got to explain why they took the track
2	out in 1961 to the dam.
3	I'll take the I'll take the railroad bridge. I
4	wouldn't complain if the track goes to the dam, do you know
5	what I'm saying?
6	MR. DESEN: Uh-huh.
7	MR. TOMBAUGH: The railroad bridge would be fine,
8	okay?
9	MR. DESEN: Again, the obvious answer to that is I
10	don't know but we'll find out.
11	MR. TOMBAUGH: No, I'm saying I get people in the
12	train when we stop the train: Why do we stop here?
13	And I gotta explain because every time, you know
14	what I'm saying?
15	MR. DESEN: Right.
16	MR. TOMBAUGH: The public does not know about
17	DesertXpress, they're very ignorant about DesertXpress, Maglev
18	train, you know do you know what I'm saying? They're
19	ignorant.
20	They ask me on the train about these problems. Do
21	you know what I'm saying.
22	So that's why I come to the meeting to be an
23	informed public. If I had you on the train every day I I
24	would have all these questions answered. Do you know what I'm
25	saying?

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1	MR. DESEN: I can't answer them all sometimes but
2	we'll work with that one.
3	MR. TOMBAUGH: Thank you, Darrell.
4	MR. DESEN: Anybody else?
5	
6	(Sotto voce at this time.)
7	
8	MR. ERICKSON: Well, my concern is
9	THE REPORTER: I need your name again, sir.
10	MR. ERICKSON: of course, the
11	THE REPORTER: I need your name again, please.
12	MR. ERICKSON: Larry Erickson.
13	Actually I got two concerns.
14	One is the big project for what the State wants to
15	bring in for the Olympics.
16	And two is the concerns for the population
17	themselves.
18	There's surveys there that says: Hey, this is what
19	the population needs and the people of the State, you know, and
20	then being transported from here to there, and the convenience
21	of the railroad system for that.
22	And, of course, then the other part is, you know,
23	what kind of priority does the State have and NDOT in regards
24	to the Olympics thing in the Tahoe region.
25	It sounds to me like that's a no-brainer and being

Page 46 1 the number one thing that they want to pressure everybody in to doing first. 2 MR. DESEN: Do you have a question? 3 MR. ERICKSON: That's what I'm concerned about, 4 what -- you know, what are they looking at with those two 5 things? 6 MR. DESEN: Well, the 2022 Olympics, I mean there's 7 a lot of evaluation that needs to be done there. 8 9 Again, the Union Pacific Railroad is a private entity, and they have the primary focus on shipping freight 10 11 rail. 12 Whether or not -- and they have a -- a bottleneck that passes with the tunnel. 13 14 So I mean, you know, there's only so much that they 15 can commit to, and whether or not we can actually operate passenger service has yet to be determined. 16 So they're really just starting the process. That's 17 why it's in the plan to continue that process to evaluate and 18 communicate that to the Union Pacific Railroad. 19 20 MR. FUREDY: Did that answer your question? 21 MR. ERICKSON: Is the State -- I mean I'm looking at 22 the pressure by the State and even State funding going toward that project there because they want to have it there. 23 24 MR. FUREDY: Are you asking if the State does 25 support it?

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1	MR. ERICKSON: Yes, is the State going to put money
2	into that, you know?
3	MR. FUREDY: We will be the State itself will be
4	looking into studying the transportation needs for that. So in
5	that way the State is supporting it.
6	MR. ERICKSON: Okay.
7	MR. DESEN: However it works out, the funding has
8	yet to be determined.
9	I mean the Olympics when they were in Salt Lake,
10	there was quite a bit of Federal funding that was associated
11	with the developments, the rail infrastructure.
12	So it's a combination of Federal, State dollars.
13	I mean the funding will be figured out. It's a
14	matter of figuring out what the project is and what the needs
15	are as far as capacity purposes.
16	
17	(Sotto voce at this time.)
18	
19	MR. RUEMMER: My name is Ed Ruemmer, R-U-E-M-M-E-R,
20	Esmeralda County.
21	I want to go back to Yucca Mountain. I know you're
22	getting bored to death with it, but I need to bring to your
23	attention, and we have brought it to your attention here a few
24	months back, and I don't want that information to go on deaf
25	ears.

Page 48 But an enormous amount of time, money, and effort by 1 the rural counties involved with the Yucca Mountain Railroad, 2 I'm talking basically the minor railroad as opposed to the 3 4 Caliente Railroad. 5 Nye County, Esmeralda County, Mineral County, Lander County, Churchill County all worked together promoting the 6 minor route. 7 And we did no end of effort to -- to learn about the 8 railroad and to learn -- not -- put Yucca Mountain out of the 9 picture, but our main interest was to have a northbound --10 11 north/south railroad for commercial use, for shared use. And 12 that was our -- our effort. And we have files and files of information, maps, 13 14 studies, plans, millions of dollars spent with -- also the Department of Energy on both of those routes. 15 16 And we were close to getting the minor route changed around from the Department of Energy. 17 18 All that information was available to you, and I think that you need to leave your ears open and on that 19 information and keep it alive for any other of your railroad 20 plans, not just to sit there and say Yucca Mountain is dead and 21 it's gone away. 22 It might be dead and gone away but there's -- all 23 that information is there for your use, and I want you to still 24 be aware of that and use it. 25

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1	And as far as Yucca Mountain being dead, you read
2	that in the newspapers, but it's not dead until they change the
3	law.
4	Thank you.
5	MR. FUREDY: The information you did when we did
6	have our conversation a couple months ago, a lot of that is in
7	the Rail Plan. So if you want, when you get a chance to review
8	it, if you have any comments we would be glad to have those
9	too.
10	So we do talk about that in the Rail Plan even
11	though it does not end up on the the Advanced Matrix, just
12	because of the position that it's in right now.
13	But, like I said before, in a couple years we will
14	be doing this again. And if it's moved forward it will reflect
15	that in the Advanced Matrix.
16	
17	(Sotto voce at this time.)
18	
19	MR. BUNGUE: My name is Dave Bungue, it's
20	B-U-N-G-U-E.
21	My question is: You have referred to CTC in here on
22	many occasions, but what about the PTC, the Positive Train
23	Control, which has been mandated by Congress?
24	MR. DESEN: Well, PTC is something that the freight
25	railroads are, like I say, mandated by the Federal Government.

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1	And the freight railroads are moving up
2	THE REPORTER: The what? I'm sorry, the what are
3	moving?
4	MR. DESEN: Freight railroads.
5	I'm sorry, PTC is Positive for those of you who
6	don't know, it's Positive Train Control.
7	And it is a former communication that prevents is
8	intended to prevent trains from colliding.
9	It maintains spacing and just enables the trains to
10	communicate with one another so that you prevent collisions.
11	But the each individual freight company is
12	working on PTC individually and collectively so they can get it
13	implemented by 2015, which is the Federal mandate.
14	And that is privately funded, that is not Federally
15	funded. They are getting some Federal dollars, I guess, to
16	support them, but that the freight companies are doing that
17	on their own.
18	So, you know, they're really not work I shouldn't
19	say they're not working, but they are not needing the
20	Departments of Transportation through the various states to
21	help support that.
22	They are doing that on their own.
23	So that is moving forward.
24	MR. BUNGUE: The I believe the northeast corridor
25	has a version of it already in operation, the Amtrak.

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1	MR. DESEN: You know, I'm not a hundred percent
2	certain of that, but I would assume that I mean I can find
3	out, but the northeast corridor is the most advanced, higher
4	speed passenger rail system that we have in this country.
5	So that's usually where things are getting tried
6	initially.
7	So I I can check on that. I'm not really a
8	hundred percent sure whether it's in service today or not.
9	MR. BUNGUE: It is.
10	
11	(Sotto voce at this time.)
12	
13	MR. DESEN: What I'd like to do is go ahead and
14	break with the Q and A right now.
15	Everybody is more than welcome to stick around.
16	We will do another presentation at 5:30 but we'd
17	like to kind of open it up to the open house format again. And
18	again our team will be here, even beyond the presentation at
19	5:30 to answer questions.
20	But feel free to take a look at the boards or talk
21	to anyone of the project team.
22	And thank you again for your time.
23	
24	(Recess in proceedings.)
25	

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1	PUBLIC MEETING PART TWO
2	
3	INDIVIDUAL COMMENTS
4	EDWARD ARBUCKLE
5	
6	MR. ARBUCKLE: My name is Edward Arbuckle,
7	A-R-B-U-C-K-L-E.
8	And my question is: That in the year 2000 there was
9	a plan announced to expedite Amtrak service between Los Angeles
10	and Las Vegas.
11	And this service was announced at well, near the
12	Rio Casino. I use that for location. The service was to use
13	Spanish tile Spanish style Talgo, T-A-L-G-O, trains, to give
14	higher speed on existing rail lines.
15	I have the plan for that meeting. I attended the
16	meeting. From 11:30 a.m. to 12 p.m., There was entertainment.
17	From 12 p.m. to 12:45 there was a speaking program.
18	The speakers included George Warrington
19	THE REPORTER: Spell that.
20	MR. ARBUCKLE: W-A-R-R-I-N-G-T-O-N.
21	at that time the Amtrak president and CEO;
22	Governor Tommy Thompson, T-H-O-M-P-S-O-N, Chairman, Amtrak
23	Board of Directors; Governor Kenny Guinn, G-U-I-N-N, Nevada;
24	U.S. Senator Harry Reid; U.S. Senator Richard Bryan, B-R-Y-A-N;
25	U.S. Representative Shelly Berkley, B-E-R-K-L-E-Y;

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1	U.S. Representative Jim Gibbons; Bruce Woodbury, Clark County
2	Commission Chair; Mayor Oscar Goodman.
3	Following the speaking program, invited guests were
4	to tour were invited to tour the Talgo train, T-A-L-G-O
5	Talgo train, which was on demonstration.
6	At that time stations passenger stations were
7	proposed in the area of the Rio and, I believe, even
8	preliminary work was done, now removed.
9	This seemed my comments now, this seemed like an
10	excellent idea to me. Talgo is desired for tighter curves and
11	using existing rail.
12	So I'm curious why this program was not pursued, nor
13	why evidently I don't see it listed in the programs being
14	considered on the boards as I move about the room.
15	Okay? End of message.
16	THE REPORTER: Thank you, sir.
17	MR. ARBUCKLE: Thank you very much.
18	
19	(Sotto voce at this time.)
20	
21	MS. MAXEY: In a second we're going to go ahead and
22	start our second presentation.
23	We did do two presentations because we had a room
24	full of people at four o'clock. So in a couple minutes we'll
25	go ahead and start our second presentation

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1	
2	PUBLIC MEETING
3	OPENING COMMENTS BY JULIE MAXEY
4	
5	MS. MAXEY: Thank you for coming out tonight.
6	Like I mentioned, this is the second presentation.
7	We did a presentation at four p.m. because we had
8	several people in the audience and they were sitting here
9	waiting. So as a courtesy we went ahead and did a
10	presentation.
11	This is exactly the same presentation that we gave
12	to them at four p.m.
13	My name is Julie Maxey. I'm the Public Hearings
14	Officer for the Nevada Department of Transportation.
15	With me tonight is Matthew Furedy. He is the
16	project manager for the Nevada State Rail Plan.
17	Before we get started, I just have a couple of
18	things I need to go over with you.
19	If you want to make a comment, we have a court
20	reporter here tonight, and she is taking down the presentations
21	and your questions and comments verbatim.
22	We have several ways you can make a comment tonight.
23	In your handout packet there is a comment sheet in the back.
24	You can fill that out tonight and leave it in the comment box.
25	Or if you want to take it home and think about it

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1	and mail it in, we are leaving the comment and question session
2	open for four weeks.
3	So March 15th is deadline for your comments.
4	You can also make comments online.
5	And once again orally to our court reporter here
6	tonight.
7	When we get to the Q and A, if would you please
8	state your name and spell it for the court reporter so she can
9	get that down for the permanent record.
10	So with that I'll go ahead and hand it over to
11	Matthew.
12	
13	OPENING COMMENTS BY MATTHEW FUREDY
14	PROJECT MANAGER FOR THE STATEWIDE NEVADA RAIL PLAN
15	
16	MR. FUREDY: Thanks, Julie.
17	Like she said, I'm Matt Furedy, with Nevada DOT.
18	Back in October of 2010 we started this process.
19	And early about a year ago we had our first round of public
20	meetings, where we asked for an input and what you'd like to
21	see and what projects.
22	And so over the last year we have gone through a
23	process, and tonight we're going to show you what we've come up
24	with, the different projects we've identified and how we
25	evaluated them.

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1	With me tonight I've got my boss, Eric Glick, who is
2	in the back of the room.
3	With Jacobs Engineering we have the project manager,
4	who is Mike McCarley; Darwin Desen I never get that right;
5	Angela Thens; Ray I don't know your last name.
6	RAY: Just call me Ray.
7	MR. FUREDY: Ray; John McCarthy; and
8	Andrew Ittigson.
9	So, John or Darwin, here you go.
10	
11	PLANNING PROCESS
12	POWER POINT PRESENTATION BY DARWIN DESEN
13	
14	MR. DESEN: All right. Thank you.
15	Again, my name is Darwin Desen. I'm with the
16	consulting team, and we're here to go through the second round
17	of public presentations on the State Rail Plan.
18	We started this process well, we had our first
19	round of the first round of public presentations back in
20	February of 2011.
21	And the entire planning process started out by
22	identifying what we wanted the Rail Plan to be, so we
23	established our rail vision goals and objectives.
24	And then we worked with the NDOT team management.
25	We talked to them about their process and how they identify

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1	projects from concept to planning, design, and construction and
2	implementation, and kind of worked through that on how that
3	would fit within a rail program.
4	And then we conducted an overall rail system
5	inventory, so we took stock of what break what rail
6	infrastructure is currently operated on in the State of Nevada,
7	who's operating on it and who owns it, and stuff like that.
8	And then we went through a very extensive
9	stakeholder outreach program where we talked to the rail owners
10	and operators and stakeholders and who wanted to operate
11	rails in the state, whether it's freight or passenger.
12	And I have talked to those entities and identified
13	projects to kind of pull all that information together.
14	Then we went through a process of identifying from
15	those meetings what the issues that they identified and the
16	things that they need to accomplish to move their projects
17	forward.
18	And, you know, identify what establish some
19	priorities on the discrete projects that were identified.
20	And from that identified potential funding sources.
21	And the goal here is to ultimately come up with an
22	implementation plan for what the State Rail Plan, as far as a
23	strategic plan for NDOT, what they can do as an organization to
24	help the rail program move forward and what they need to do to
25	update on an ongoing process every two years, and work with

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1	those rail stakeholders as the State Rail Plan is implemented
2	and updated on those every two year process.
3	So, again, as I said, we identified what we wanted
4	the State Rail Plan to be, in that we identified our our
5	mission, and this is our Mission Statement.
6	I'll try not to read it to you.
7	But in a sense, we really wanted to identify a
8	rail a freight a rail transportation system within the
9	State of Nevada that improves the overall quality of life for
10	the citizens of Nevada by improving safety and providing an
11	environmental and economic sustainability throughout the state.
12	From that, we have two modes of operation on rail,
13	one being passenger and one being freight. And they are two
14	distinctly different modes.
15	So we had a passenger rail vision, which really is
16	just to provide a reliable passenger rail transportation
17	alternative that is truly an alternative to the normal modes of
18	transportation of your automobile, bussing, trucking, and air
19	travel, and for that to be a safe, reliable, and economic mode
20	of transportation.
21	From the vision for freight rail is to work with the
22	freight providers, the rail companies and the entities that
23	choose to move their product via freight railroads, and help
24	them better move their product and provide an infrastructure
25	that relieves highway congestion and overall improves the

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1	quality of life for the citizens of the State of Nevada.
2	A couple goals that we wanted to accomplish is to
3	enhance the safety and efficiency of the State's rail
4	infrastructure and transportation system.
5	And the second is to optimize Nevada's rail
6	potential to effectively address the social and economic
7	environment and provide an energy benefit to the State.
8	And then develop an organizational structure within
9	the DOT that helps them again evaluate projects and help rail
10	entities as they move forward with their projects, not only
11	through policy, but potentially through funding support
12	mechanisms.
13	So, you know, what did we do to get here today?
14	Again, we're about 16 months into it, 18 months'
15	effort. And we started out by developing what we wanted the
16	State Rail Plan to be by developing our vision goals and
17	objectives, which I just went through.
18	We have conducted we have recruited individuals
19	from the State, from the rail profession and rail
20	infrastructure, and we invited them to join us in our Technical
21	Advisory Committee.
22	And we have conducted two rounds of TAC meetings.
23	The initial one was really to tell them we're doing a State
24	Rail Plan, just like we do with the public, tell them what we
25	wanted to accomplish and then get their feedback from that

Page 60 1 initial meeting. And then we went back out in November and had our 2 second round of our TAC meetings and basically told them what 3 we -- what we did over the -- over that time frame and what we 4 had come up with, and again got additional feedback from them. 5 Also through the process we have held our first 6 round of public meetings back in February of 2011. And, again, 7 we went out and we told everybody what we wanted to do from a 8 9 State Rail Plan perspective. And now this is the second round of public meetings 10 11 where we're here today to tell you what we've done, what we've 12 come up with, and, again, to request that we get additional feedback from public comment. 13 14 In that process we also conducted a stakeholder outreach program where we sat down with all the members on the 15 16 TAC committee and other stakeholders throughout the state, stakeholders such as the Union Pacific Railroad, the BNSF 17 18 Railway, the various Departments of Transportation -- being 19 Caltrans, Idaho Department of Transportation, UDOT, Arizona DOT, Amtrak, Western High Speed Rail Alliance, and other 20 various entities throughout the state. 21 Talked to them about what they needed to move their 22 project forward, what projects they needed, issues that they 23 had as far as congestion or, you know, just basically what they 24 25 needed or what they wanted to do with rail transportation.

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1	In addition to that, we sent out over 200 surveys
2	throughout the state to various rail stakeholders and public
3	entities. And from those surveys that we sent out we received
4	back 44 completed surveys.
5	From that we also received 75 comments on the State
6	Rail Plan web site.
7	So, you know, we got a pretty decent response in our
8	overall surveys of from the stakeholders.
9	The other thing that we did, we worked with some of
10	the various studies that are currently in progress. The I-15
11	corridor long range multimodal study, which is sponsored by
12	NDOT, the connecting Nevada study, which is also sponsored by
13	NDOT, the north/south multimodal multi-state multimodal
14	study, again sponsored by NDOT, the Inland Ports study to look
15	at various possibilities for Inland Ports for moving freight
16	products within the State. Again, that would be something that
17	is sponsored by NDOT.
18	And then the Southwest Regional Rail Study, which is
19	sponsored by the Federal Railroad Administration.
20	We looked at all those studies and what they're
21	doing and how it would impact what we wanted to accomplish with
22	an overall State Rail Plan, and tried to make sure that we're
23	all covering all bases.
24	Then we went through it, and we evaluated the
25	State the existing State rail infrastructure and identified

Page 62 all the passenger and freight services that are currently in 1 progress within the State and identified what improvements are 2 required or potential projects that are required or projects 3 that are wanting to move forward. 4 5 We identified issues in potential opportunities, and then we went through a process of identifying methods to 6 prioritize those specific projects that we identified 7 throughout the process. 8 Types of projects that we identified are distinctly 9 different, you've got your passenger rail projects and your 10 11 freight rail projects. 12 From a passenger rail perspective, there's really three distinct passenger rail -- types of passenger rail 13 14 transportation modes: There's your conventional-type passenger rail service, which most people relate to Amtrak service; you 15 have your high speed rail service, which is anything over about 16 a hundred -- actually it's defined as anything over 125 mile an 17 18 hour; and then you have your excursion railroads, which are distinctly identified as very localized services to just 19 operate over short segments that have really just a tourism 20 21 flavor to them. Under the conventional passenger rail services, or 22 projects that we've identified through the process, we've got 23 the Desert Wind from Salt Lake to Los Angeles through 24 That was discontinued back in the '90s. 25 Las Vegas.

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1	And we've talked to Amtrak and other interested
2	parties on the potential re-implementation of that service.
3	We've talked to the X-Train folks who are currently
4	in negotiations with the Union Pacific Railroad and the BNSF
5	Railway for implementing a passenger rail service that would
6	operate on the existing freight infrastructure between L.A. and
7	Las Vegas.
8	And it's identified as a really a weekend service
9	from Thursday through Monday. The last presentation I said
10	Sunday but I've been corrected. It's Thursday through Sunday.
11	And then we've also worked with the Washoe County
12	Transportation Commission about the 2022 Winter Olympic Games
13	and potential passenger rail service to provide service to that
14	specific Winter Olympic venue.
15	From a high speed rail perspective or high speed
16	passenger service perspective, we've identified the
17	DesertXpress as a project that operates between Victorville and
18	Las Vegas. That is a private entity that is progressing that
19	project on their own.
20	They have completed their environmental effort.
21	They've got a record of decision that authorizes them to move
22	forward into final design and construction.
23	They are currently looking at funding mechanisms to
24	move that project forward.
25	And, again, that is a private entity that is moving

Page 64 1 that project on their own. 2 We have the California Nevada Super Speed Passenger Service or otherwise know as Maglev. Again, that is also a 3 private entity that is looking to run passenger service, high 4 speed passenger service, between Las Vegas and L.A. Basin. 5 That project has gone through a conceptional 6 planning process, identified specific alignments. 7 submitted for a funding grant in 2009, 2010, and did not 8 receive their -- were not successful in that grant application. 9 But, again, that is a private entity that is moving 10 11 that project forward. 12 The Western High Speed Rail Alliance is really a conglomerate of public interest groups, being the Nevada 13 14 Department of Transportation, Caltrans, Arizona DOT, Idaho DOT, and Utah DOT, that are interested in high speed rail in the 15 Southwest Region, and they have actually worked -- they are 16 working with FRA, who is sponsoring a regional study for the 17 18 Southwest Region to look at high speed rail specifically in the 19 Southwest Region. 20 And then you have the -- the -- really the same group is looking at multimodal high speed rail terminals 21 associated with high speed rail service within that Southwest 22 Regional area. 23 24 The excursion rails that I talked about, you have really two entities in the State of Nevada: You have your 25

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1	Northern Nevada Railway, who operates an excursion railroad and
2	they also are looking to extend their line up from Ely up into
3	Northern Nevada, to connect to the UP's Overland route, to
4	provide freight services into Ely.
5	Then you also have the Virginia Truckee Excursion
6	Railroad, that is looking to extend their existing rail
7	services and linking their rail line.
8	From the freight perspective, obviously the UP is
9	the predominant freight rail operator in the state. They own
10	all the rail line within the State of Nevada.
11	They are looking at specific projects to increase
12	their freight services and mitigate some of the congestion
13	issues that they have along their along their system.
14	They're looking at CTCs, they're looking at siding
15	extensions, potential crossovers, they're looking at
16	potentially they'd like to look at improving their Donner
17	Pass.
18	There is two tunnels on Donner Pass, one of them car
19	accommodate double-stack containers because they've gone
20	through the process of widening out the tunnels and gaining
21	that accommodating the clearance for double-stack
22	containers.
23	The second line over Donner Pass does not have that
24	clearance envelope so that's one of the things they'd like to
25	do in the future.

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1	There's also an interest in the Fallon area to
2	potentially relocate or develop a transload facility and
3	implement some additional trackage there.
4	And then the UP is also looking at additional spur
5	lines really throughout their system to help service industries
6	as they contact the UP and request additional freight service.
7	From a highway and rail grade crossing perspective,
8	the Nevada Department of Transportation has a real good program
9	that's been ongoing for many years, but a on a three year
10	annual rotation they go through and they look at all the at
11	grade crossings and evaluate them from a safety perspective,
12	whether that's the signalization or just the the roadway and
13	the crossing interfaced with the the rail tracks, or whether
14	it's just the capacity perspective of that grade crossing.
15	And they work with the Federal Railroad
16	Administration and the Union Pacific Railroad to fund any
17	improvements that they have identified throughout that process.
18	So it's a very good program that will continue to
19	move forward.
20	Throughout this process we work with the Nevada
21	Department of Transportation to identify a method to evaluate
22	all the projects that were identified. And with that I'd like
23	to have Andrew Ittigson kind of go through those steps of what
24	we identified what that process for evaluation is.
25	

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1	PROJECT EVALUATION, ALL PROJECTS
2	POWER POINT PRESENTATION BY ANDREW ITTIGSON
3	
4	MR. ITTIGSON: To start with mentioning that we've
5	had a fairly comprehensive outreach program in the past year,
6	and it just solicited comments through that process, and
7	solicited the, I guess, the projects.
8	We've got a number of projects, two boards in the
9	back there, that sort of represents our comprehensive list on
10	all projects that came out of this study. And it's I'll
11	explain to you it's the Phase One of our evaluation.
12	And then John McCarthy is going to come here and
13	tell you a little bit more about the Advanced Matrix, and
14	that's Phase Two of the evaluation.
15	So step 2, after we identified the projects, put
16	them on the comprehensive list, we looked at four different
17	components and when where each project is at this point in
18	time, and evaluated based on that.
19	So the first component is is this just a new
20	idea, a project that just sort of came out and it doesn't have
21	any sort of initial study, feasibility study or anything at
22	this point?
23	That we're saying before it could advance and be
24	recommended on a policy level for NDOT, we're going to need to
25	do some further study and have that preliminary study

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1	completed.
2	Also part of step two, the other component would be
3	the is this something that has some sort of implementation
4	issues advancement to the next level, a number of projects has
5	these studies done or are in the middle of the process, but
6	they have a number of issues that need to be resolved before i
7	moves on to using the Advanced Matrix.
8	The third, oftentimes we've got a number of studies
9	or projects that were really just simple things that the
10	freight line, as Darwin mentioned, extension, spurs to meet
11	that to accommodate different businesses. That's something
12	that's more of a UP/BNSF issue directly they contact that
13	entity directly.
14	And then the fourth, projects that have moved along
15	far enough and had that study and clear to the implementation
16	process, issue process, we have recommended to move to the
17	evaluation, Advanced Evaluation Matrix.
18	At that point then we compare it to the goals and
19	objectives, and we looked at the feasibility for recommended
20	implementation plan.
21	But what we do say is the the list from this
22	Phase One approach of all the projects, although they may not
23	be far enough along at this point, 2011, 2012 for this Rail
24	Plan, but as NDOT mentioned, the Rail Plan is going to be
25	updated every two to four years, and those projects would be

	Page 69
1	included down the road as they advance.
2	So, John, do you want to come here and tell them
3	about the Advanced Matrix?
4	
5	PROJECT EVALUATION, ADVANCED PROJECTS
6	POWER POINT PRESENTATION BY JOHN MCCARTHY
7	
8	MR. MCCARTHY: Thank you.
9	What we did then with the projects that moved to the
10	advanced list was take a look at categorizing them so you
11	understand more about them, how are they structured, what's
12	involved.
13	So one thing was time line. We wanted to know if
14	the project fell into the next five years, would it be
15	implemented that soon, or is it something maybe in the six to
16	20 year time frame or beyond 20 years?
17	So there's categories that the far suggest that we
18	use that.
19	So we looked at the time line, we looked at whether
20	it was a private business decision or whether it was strictly
21	the public choice to do the project.
22	Many of these are private decisions made by private
23	companies trying to advance their project or Union Pacific
24	Railroad Company project, for example.
25	We also looked at the cost range. And these are

	Page 70
1	just broad categorizations, but generally there was less than
2	10 million of those relatively small capital investment by
3	comparison with those that were ten to a hundred million or
4	those that are over a hundred million, we wanted to just kind
5	of have an idea or a range.
6	And then we moved to looking at how well these
7	projects satisfied the objectives of the two key goals that we
8	identified for the project.
9	So in the first public round we looked at goals and
10	objectives for the Nevada State Rail Plan, and we wanted to
11	rank how well these projects satisfied those objectives.
12	Basically if the project in our view fully satisfie
13	a particular objective, then we gave it three points.
14	And if it partially satisfied the objective, we gav
15	it two.
16	And if it minimally satisfied that particular
17	objective, it got a score of one.
18	We and some of them are NA's because that
19	particular objective wasn't applicable to the project being
20	evaluated.
21	We tallied those across the board and got to a
22	total, a perfect score would be 30. We divided by the number
23	of points that were evaluated there.
24	I only got an average score.
25	Those that were two and above are on this list and

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1	were considered eligible for either NDOT policy support or NDOT
2	funding support.
3	We looked at a few other key variables and marked
4	those down. Did the project require Congressional approval for
5	funding?
6	For example, the Desert Wind was mentioned, it's a
7	multi-state effort. It would probably require Congressional
8	approval.
9	Does it require approval from the Amtrak?
10	So if Amtrak is going to operate the service like
11	the Desert Wind, they would need to be in agreement to do that.
12	And then to simply host railroad approval to operate
13	on the freight rail lines, such as the Union Pacific.
14	So we we checked those boxes where they were
15	applied, and then we looked at the last column and sort of
16	compared the summary remarks to be able to say what's the
17	status of this project in that category. And we listed those
18	on the right.
19	So on the right-hand side here there are two sets of
20	boards. The first pair is a listing of the projects and a map
21	showing where they are with the zero to five year projects, and
22	the next group pair is the projects that are six to 20 years or
23	longer and a map showing where those projects are.
24	Darwin.
25	

	Page 72
1	RECOMMENDATION FOR NDOT POLICY SUPPORT
2	POWER POINT PRESENTATION BY DARWIN DESEN
3	
4	MR. DESEN: All right. So as John and Andrew kind
5	of went through the whole process of evaluating how we
6	evaluated the projects, what we came up with is really two
7	recommendations.
8	One is what what we recommended that NDOT
9	what let me back up.
10	What projects that we recommended to NDOT that they
11	would support moving forward from a policy perspective.
12	In other words, they're not financially supporting
13	the project, but as the project needs assistance for grant
14	applications or legislative assistance throughout the State or
15	Federally, NDOT is certainly there to help support that and
16	make those grant applications and help move those projects
17	forward that way.
18	On the policy support side of things, from a short
19	term, we see the X-Train, the DesertXpress, and then a couple
20	smaller projects, the Modoc Sub land-banking, the UP Wesso
21	Crossover, and the excursion rail extensions for the Northern
22	Nevada and the V&T.
23	It's all short term type projects that we
24	recommended that NDOT could support from a policy perspective.
25	Mid term, six to 20 years, the 2022 Olympics is

	Page 73
1	certainly something that needs to get moving within a
2	reasonable time frame if, in fact, the 2022 Olympics, if that
3	bid is to be submitted.
4	And also the mid term UP projects as far as their
5	siding extensions, CTC improvements, stuff like that, the
6	White Pine, Northern Nevada Shortline and these other projects
7	Again, those are projects from a policy support
8	standpoint that we recommend that the NDOT continue to keep
9	them on the radar and help those projects move forward from a
10	policy perspective.
11	Long term, we have the Western High Speed Rail
12	Alliance and what they're looking at as far as all high speed
13	rail in the Southwest Region and multimodal high speed rail
14	transportation hub in Las Vegas, and the the multimodal
15	framework study being conducted by NDOT.
16	Those are all things that are really a long range
17	plan that NDOT can really needs to support on it from a
18	policy perspective.
19	
20	RECOMMENDATION FOR NDOT FUNDING SUPPORT
21	POWER POINT PRESENTATION BY DARWIN DESEN
22	
23	MR. DESEN: From a funding standpoint, when I'm
24	talking about funding it's either providing funds from a, you
25	know, money basically, or providing manpower to support a

	Page 74
1	project.
2	And currently the only thing that NDOT has on the
3	books today that they're supporting on a from a funding
4	mechanism is providing the manpower that go through the State
5	and evaluate all the at grade crossing projects.
6	So we recommend that is a very good project. And
7	we recommend that they continue moving that forward because it
8	does help with the overall improvement of the safety and
9	well-being of the citizens of Nevada.
10	Projects that we recommend for future study,
11	evaluation of the single platform at the Elko Amtrak station.
12	There have there were comments of based on that
13	configuration and that platform of being some confusion of
14	passengers.
15	So that's something that NDOT is looking to work
16	with Amtrak on and see what potential improvements can be made
17	there.
18	Of course the 2022 Olympics, we kept it on there as
19	far as future study because that we see that as being a
20	project that will, number one, take the initial evaluation and
21	working the issues out with the UP, but if it is a possibility,
22	it's going to take some long range planning on what that takes
23	to make that work.
24	The Las Vegas multimodal terminal at Ivanpah and
25	additional demand and financial feacibility studies as needed

Page 75 for support grant applications and opportunities for various 1 entities. Those are all things that we think that NDOT should 2 continue to assist in helping to move forward for future 4 studies. 5 The overall schedule for the State Rail Planning effort, we're currently about 16 months into an 18 month 6 effort. 7 Our intent is to have the final State Rail Plan or 8 9 the final draft of the State Rail Plan submitted to NDOT by the end of March. 10 11 It will also, in turn, be submitted to the FRA at 12 the same time. And then ultimately will be submitted to the --13 14 well, that's the next steps here. Once we get the -- the draft State Rail Plan 15 16 completed by the end of March, our next steps are to incorporate the -- all the public comments, the comments that 17 18 were received from the Technical Advisory Committee, the Federal Railroad Administration and NDOT themselves. 19 20 We'll finalize the State Rail Plan and then submit that to the FRA to get acceptance of the overall plan, and then 21 22 submit that to the State Transportation Board for final approval with NDOT. 23 24 Just to kind of follow up, the State Rail Plan is currently on the Nevada web site, that's: nvrailplan.com. 25

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1	The presentation is up there and the draft, the
2	State Rail Plan is up there for public review and comment.
3	Certainly encourage everybody to read through that
4	and provide us your comments.
5	You can submit those comments up through March 15th.
6	Either you can send them to us through the e-mail or you can
7	mail them to NDOT.
8	Two e-mail contacts so go to Michael McCarley,
9	who is our consultant, and then Matt Furedy, who is the NDOT
10	person; and both their e-mail addresses are on the screen and
11	they're on the NDOT.
12	With that I'd like to open it up to Q and A.
13	
14	QUESTIONS AND COMMENTS
15	
16	MS. BENDER: Richann Bender.
17	THE REPORTER: I need your name again.
18	MS. BENDER: Richann, R-I-C-H-A-N-N; Bender,
19	B-E-N-D-E-R.
20	THE REPORTER: Thank you.
21	MS. BENDER: It's my understanding that the last
22	Rail Plan was in 1999, and then you say that
23	MR. FUREDY: '96.
24	MS. BENDER: '96, and you say every two to four
25	years you're updating.

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1	Do you have funding to be able to update every two
2	to four years now or every two years, or what is the plan for
3	that?
4	MR. FUREDY: Are you asking for secured funding
5	right now?
6	MS. BENDER: Well, you know, he says he mentioned
7	that every two to four years he would be updating it.
8	MR. FUREDY: Actually it's every two years, so.
9	MS. BENDER: Okay, every two years.
10	MR. FUREDY: Every two years we are planning to
11	update the plan.
12	I mean it won't be as a total rewrite like it is at
13	this time because it has it had been such a long time being
14	since the last Rail Plan, we had to completely rewrite it.
15	The next Rail Plan won't be as, I guess
16	MR. DESEN: Extensive.
17	MR. FUREDY: extensive, because it will only be
18	two years from now. So
19	MR. DESEN: Well, the intent is you know, part of
20	the State Rail Plan is to working with NDOT is to develop an
21	organizational structure and an earlier plan of action moving
22	forward.
23	And what that organization needs to do to
24	communicate with the railroads and the the rail-interested
25	parties throughout the state, and, you know, update the State

	Page 78
1	Rail Plan as it progresses every two years.
2	MS. BENDER: I understand that.
3	MR. DESEN: Okay.
4	MS. BENDER: But a lot of times there's a, you know,
5	there's a charge to do something, and there's not any funding
6	behind it to be able to do it. That's the question I'm asking.
7	MR. FUREDY: I guess all I can say right now is that
8	we have a mandate from our
9	THE REPORTER: A what? You said what?
10	MR. FUREDY: We had a mandate from our front office
11	that we will be doing it every two years.
12	MS. BENDER: Okay. And then I had another question,
13	on your passenger and excursion rail projects, you had under
14	number one, it says that the DesertXpress has financial
15	backing.
16	MR. DESEN: The the DesertXpress is a private
17	entity. They have gone through the environmental, they've got
18	their record decision, they've got authorization to move into
19	final design and construction.
20	They are working to secure the financial backing
21	MS. BENDER: But here it says they have financial
22	backing. So can you make that correction that they're working
23	to secure
24	MR. DESEN: You're absolutely correct.
25	THE WITNESS: I'm sorry. But you know it kind of,

	Page 79
1	you know
2	MR. DESEN: They do not have the finances worked out
3	today.
4	MS. BENDER: That's right. Okay. Thank you.
5	MR. DESEN: They're working on it. That's correct.
6	MS. BENDER: The other thing is, is I am with the
7	California Nevada Super Speed Train Commission. And when you
8	made your presentation you mentioned that the Maglev project
9	was a private project, privately private project.
10	It's a public private venture.
11	MR. DESEN: Whatever
12	MS. BENDER: So I'd appreciate it if you could say
13	that when you make your presentations on it.
14	And we're treated as a public private entity.
15	MR. DESEN: Okay.
16	MS. BENDER: Appreciate that. Thank you.
17	MR. DESEN: My apologies.
18	
19	(Sotto voce at this time.)
20	
21	MR. CUMMINGS: Neil Cummings (phonetic).
22	I just want to second to what Richann Bender said.
23	We're from Cal Nevada Super Speed Train Commission, which is a
24	Nevada State Agency. And I represent the American Maglev
25	Group, which is the private partners with the State agency.

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1	And we've made we've submitted public we're ir
2	the Technical Advisory Committee, as you know, as the
3	commission is, and we've submitted ten pages of comments.
4	And I gotta tell you, it's frustrating for me to sit
5	here and listen to a presentation where two people make the
6	comments that this is a privately backed project, the Maglev
7	project, when it is, in fact, a State-sponsored project.
8	You know, it really calls into question the the
9	extent to which, you know, really this has been looked at.
10	The public the comments that we've made obviously
11	have not been looked at because that was a major point of our
12	comments.
13	I really wasn't planning on saying anything today,
14	but I you know, when I sit here and I hear this kind of
15	presentation, which talks about the Maglev project as if it's a
16	private project competing against another private project, um,
17	and it's not, in fact, the case, I think I just have to second
18	what Richann said, is that it is a public project sponsored by
19	the State.
20	And I have to say it it it boggles the mind
21	that there can be a State Rail Plan that doesn't advance this
22	public project into the Evaluation Matrix, if you will.
23	I understand the issues, I'm not here to argue the
24	issues. But I just if you want to like I said, support
25	what Richann is saying on behalf of the commission, that this

Page 81 is a public private partnership, which is what these rail 1 2 projects are supposed to be. That's what the State of California, as well as Nevada and the Federal Government, has 3 said they want. 4 5 And this particular public private partnership was implemented under a Federal program. 6 So it's -- it's rather frustrating to sit here and 7 listen to -- but I've said that and I'll stop. 8 9 One other comment I wanted to make is, you know, I've heard a couple of -- read the materials and I've seen some 10 11 of the representations about the X-Train, so-called X-Train, is -- is one of the projects to be advanced in the Matrix so to 12 speak. 13 14 And I gotta tell you we've negotiated with UP, others have negotiated with UP, we've never heard of anybody 15 16 successfully negotiating with UP to get a right-of-way, to get the use their track. 17 18 And I would just suggest and I -- I don't know the X-Train people, you know, I'm not -- I'm not against that 19 project, but I'm just saying in terms of, you know, being, you 20 know, doing a thorough analysis of what gets into the Matrix so 21 to speak, you know, I really think you ought to kind of take a 22 look at whether, in fact, there is a reasonable possibility of 23 the X-Train getting UP right-of-way before you include them in 24 the Matrix -- the Matrix. 25

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1	It just kind of goes along, I think, in tandem with
2	my frustration over Maglev being characterized as a private
3	project. You know, I would suggest you look into that and see
4	if, in fact, there is a reasonable possibility of that
5	happening.
6	Thank you.
7	MR. DESEN: I appreciate your comment.
8	To address the X-Train, I mean, we will look into
9	it.
10	MR. CUMMINGS: All right.
11	MR. DESEN: They're not asking for additional
12	right-of-way or they're just asking they're working with
13	the UP and the BNSF to operate on their existing
14	infrastructure.
15	My understanding is they have worked those
16	agreements out. And we haven't seen them but it's
17	MR. CUMMINGS: Okay.
18	
19	(Sotto voce at this time.)
20	
21	MR. ARBUCKLE: My name is Edward Arbuckle.
22	My question was on objectives. If I understood
23	right, for each project there was an objective. And I'm just
24	curious whether you folks defined that, did you work with
25	somebody to define it, or get the let's say well, you're

	Page 83
1	talking about the X-Train, did somebody from X-Train give you
2	an objective which then is in your study?
3	I haven't had a chance to read this yet so maybe
4	that's the answer.
5	MR. DESEN: Well, the really the purpose of the
6	State Rail Plan is to identify all the projects that are out
7	there, whether it's a private entity that's moving the project
8	forward, whether it's a public private partnership that's
9	moving the project forward.
10	Just whatever projects that are out there that are
11	being identified to improve the overall rail transportation
12	system, whether it's freight or passenger.
13	The criteria that we use is somewhat subjective. We
14	had a Technical Advisory Committee that we pulled together to
15	get their input.
16	There is no hard and fast rule on how you evaluate
17	the projects.
18	So that again, that is part of the process in
19	the with the Technical Advisory Committee meeting and the
20	public involvement meetings is to gain input on whether or not
21	we're evaluating them appropriately or there needs to be
22	adjustment in our evaluation.
23	
24	(Sotto voce at this time.)
25	

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1	MR. MASSEY: My name is Tom Massey, M-A-S-S-E-Y.
2	THE REPORTER: M-A-S-S-E-Y?
3	MR. MASSEY: Yes.
4	THE REPORTER: Thank you.
5	MR. MASSEY: I don't have an ax to grind with
6	anybody. I'm just a member of the public, taxpayers.
7	And before we start throwing Federal or State money
8	at these projects, I think we need to sit down and take a
9	serious look at where do the people want to go?
10	Why put money into something that's that's going
11	nowhere? Take a serious look at both ends of this thing.
12	And the DesertXpress, speaking as a private citizen,
13	I would not spend money to go out and stop at Victorville to do
14	something from there if I'm going to have to rent a car at that
15	point or do something. At that point I'm going to drive the
16	whole way.
17	So I just hate to see money thrown at something that
18	doesn't solve a purpose. And and in its present form that's
19	what I see happening with that particular project.
20	Some of the other projects, whether whether they
21	be high speed or not high speed, it's to get people from
22	Point A to Point B, where the people want to go, I think that's
23	the important point here.
24	And use a monorail for as an example, a monorail
25	would have been a home run probably if it had gone to the

Page 85 airport down to the middle of the Strip. But to take it -- to 1 take it from a point where people don't particularly want to go 2 or make it difficult for them to get there, it's not a viable 3 project. 4 5 I just hope that that's taken into consideration when we start looking at spending State and Federal money on 6 7 it. I guess to address your comment there, MR. DESEN: 8 the study that is being conducted by the FRA right now, the 9 Southwest Regional Study, is looking at those corridors as far 10 11 as when you say where the people want to go. 12 The State Rail Plan -- the purpose behind the State Rail Plan was to pull all the projects together and identify 13 14 priorities based on where they stand in the process today. And it's largely required under ARRA and PRIYA, 15 predominantly if -- when you're looking to support a project 16 with Federal funds, Federal and State funds or Federal funds, 17 18 it needs to be -- today, it needs to be in a State Rail Plan. So that state has a plan and a purpose that is 19 focused and they understand what they're doing statewide, and 20 how it -- it connects with its adjoining states. 21 The State Rail Plan was not intended to evaluate the 22 corridors and the -- like you say, where the people want to go, 23 what those corridor improvements are. That wasn't the purpose 24 25 behind the State Rail Plan.

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1	We're taking existing information and pulling it
2	together.
3	The other projects are evaluating those those
4	numbers as far as ridership, what the potential ridership is
5	along each specific corridor, whether it's X-Train,
6	DesertXpress, Maglev, they're all looking at their own
7	ridership and what their particular projects what they think
8	their projects will allow will accompany.
9	
10	(Sotto voce at this time.)
11	
12	MR. WOYTON: J.P. Woyton, W-O-Y-T-O-N.
13	I just want to make more of a comment than a
14	question, and this is sort of related to the gentleman that had
15	the comments.
16	I notice you received about 75 comments during the
17	process of this State Rail Plan. And I think I counted about
18	45 of those that related just to DesertXpress, Maglev.
19	And out of those 45 comments, 100 percent of them
20	were strongly in favor of Maglev, and all hundred percent of
21	them were strongly against DesertXpress.
22	Now, I realize you've got political influence and
23	pressures going on here, it is important to consider, but one
24	of the things that the comments incorporated were also a set of
25	criteria that were important to people who were actually riding

Page 87 1 these trains. And the same kind of criteria that we submitted back 2 in March, I would like to see incorporated in the plan we 3 submitted again in December and in January. 4 5 And I guess what my point is that it's irrelevant what kind of political support you have if no one's going to 6 ride the train. 7 If you have all these people who are saying they're 8 not going to go into Victorville, that they what to go to 9 Anaheim, they want to ride Maglev, I'd like to see that 10 11 reflected in the Plan in some way whatsoever. I mean it should be advanced in the Matrix because 12 that's what people want. That's what they're going to ride. 13 14 And why spend 7-some billion dollars on a train that's going through a pristine area of the desert that no one 15 16 will actually ever ride. 17 So I just wanted to support you guys in that 18 comment. 19 MR. DESEN: Again, thanks for your comment. 20 The -- all the comments will be included in the 21 amended State Rail Plan and available on the NDOT 22 nvrailplan.com web site. You know, again, the State Rail Plan and the 23 evaluation process we went through is not intended to be a 24 25 public opinion poll.

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1	It is intended to evaluate the facts as we know it
2	and really look at each project individually based on those
3	facts.
4	So, you know, we'll certainly take another look at
5	the criteria that you've submitted and the criteria that's
6	identified in those comments.
7	I mean obviously we're not we're in a draft state
8	right now. It's not final until it's final.
9	So we'll take another look at that.
10	MR. WOYTON: Thank you.
11	
12	(Sotto voce at this time.)
13	
14	MR. ARBUCKLE: Edward Arbuckle again.
15	Part of my question on on purpose and objective
16	had to do with DesertXpress because I look at it in a different
17	way.
18	I think it's its key component, in my mind, would
19	be the link to Palmdale, which then opens Nevada and Nevada's
20	Las Vegas business anyway to a wide variety of population
21	centers in Central California, even up to San Francisco,
22	perhaps even Sacramento, as long as it's pointed in to
23	Los Angeles traffic into Palmdale where there's established
24	rail routes already in the State of California.
25	But the people would support high speed rail, I know

	Page 89
1	some of them support going over to the through Palmdale
2	rather than trying to go like from San Bernardino from Vegas
3	down to Los Angeles.
4	So to me, the DesertXpress opens all sorts of
5	possibilities that that's why I'm again, I'm not sure if
6	the report reflects that or even if it should, but in my mind
7	that's that's the real system that should be being built
8	here.
9	And I don't see anything in I'm a resident of
10	Las Vegas, private resident.
11	I don't see anything in the paper that's ever
12	addressed the potential casino markets that exist in Central
13	California that might be brought in here if that linkage is
14	made.
15	An obvious marking saying to me perhaps it's been
16	done, I'm just saying I haven't seen it in the newspaper.
17	I haven't seen any support in Las Vegas for getting
18	that bridge from Victorville to Palmdale.
19	It's only 50 miles, maybe that's a lot, but in terms
20	of miles we're supporting or talking about, it isn't that big.
21	So to me the system is what is important, not
22	that that initial link down to Victorville.
23	So it's just another view of a private citizen on
24	how this might evolve.
25	MR. DESEN: Yeah, thank you for your comment.

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1	And, you know, one of the things that the State Rail
2	Plan is intended to do is talk about intermodal or
3	interconnectivity to the adjoining states.
4	So what we try very hard to do is talk about how
5	each individual project, how it would tie into other projects
6	that are identified in the adjacent states, and California High
7	Speed Rail is a big project.
8	You know, we've all got a long way to go to develop
9	things so and, again, that connection and linkage is
10	identified in the State Rail Plan, and it's not really intended
11	to to just be specific to one single project and how it
12	works all by itself.
13	It's really the connection to the other adjoining
14	states and how it works within their high speed rail not
15	really high speed but proposed passenger rail system.
16	MR. FUREDY: I think we're going to open it back up
17	and we'll take one more.
18	
19	(Sotto voce at this time.)
20	
21	MS. BENDER: I have a question. I just want to
22	know
23	THE REPORTER: I need your name again. I'm sorry.
24	MS. BENDER: Richann Bender.
25	I just want to know, can you tell us how to get

	Page 91
1	access to the Southwest Rail Plan? Is that online anywhere
2	or
3	MR. FUREDY: We're they're still in the process.
4	There is nothing online yet.
5	MS. BENDER: Okay. Are they working with the states
6	to develop that?
7	MR. FUREDY: Yes
8	MS. BENDER: So all the states
9	MR. FUREDY: NDOT has a part of that and we've been
10	to, I think, two meetings already, and there is another one
11	coming up.
12	MS. BENDER: Okay.
13	MR. FUREDY: So I think we'll open it up back up
14	to I think your
15	MS. MAXEY: Yeah, open house format.
16	Yeah, we've got about ten more minutes, 10, 15 more
17	minutes. Thank you.
18	
19	(Proceedings concluded.)
20	
21	* * * * *
22	
23	ATTEST: Full, true and accurate transcript of proceedings.
24	
25	
	RENEE SILVAGGIO, C.C.R. 122
	RENEE SILVAGGIO, C.C.R. 122

Page 1

TRANSCRIPT OF

NEVADA DEPARTMENT OF TRANSPORTATION
PUBLIC INFORMATION MEETING

Wednesday, February 15, 2012 3:30 to 6:30 p.m.

McKinley Arts & Culture Center

925 Riverside Road

Reno, Nevada

Nevada State Rail Plan Statewide

REPORTED BY: SHANNON L. TAYLOR, CCR, CSR, RMR

Nevada CCR #322

	Page 2
1	RENO, NEVADA, WEDNESDAY, FEBRUARY 15, 2012
2	-000-
3	(At 3:30 p.m., the open-house portion of the
4	meeting commenced.)
5	* * * *
6	(At 3:48 p.m., the following oral statement was
7	made to the court reporter by Robert J. Halstead.)
8	MR. HALSTEAD: For the record, my name is
9	Robert J. Halstead. I'm Executive Director of the State
10	of Nevada Agency for Nuclear Projects. The Agency for
11	Nuclear Projects is part of the Governor's Office. It
12	also provides support for the State of Nevada Commission
13	on Nuclear Projects, which is a commission made up of
14	Governor's appointees. And this is the agency that
15	advises the Governor's Office and the state on issues
16	related to the Yucca Mountain Nuclear Waste Repository
17	Project and, also, advises the state on issues generally
18	related to nuclear projects and nuclear activities that
19	involve what was formerly known as the Nevada Test Site,
20	NTS, which is now known as the Nevada Nuclear Security
21	Site, or at NNSS.
22	We are particularly interested in rail issues,
23	both construction and operating impacts, that have grown
24	out of the various Department of Energy proposals to
25	construct and operate a rail line to the proposed
	Page:

Page 3 repository site at Yucca Mountain, which is located in 1 Nye County. Most of what I have to say will grow out of 2 3 our agency's work, monitoring and commenting on those Department of Energy proposals. 4 The second topic of concern has to do with 5 proposals made by the Department of Energy to operate 6 rail-to-truck intermodal transfer facilities at various 7 locations in southern Nevada, including in the Las Vegas 8 area. And these would be intermodal transfer facilities 9 intended for use in shipping low-level radioactive 10 waste, which is usually referred to by its acronym, 11 12 capital L, capital L, capital W, mixed low-level radioactive waste, which is referred to as MLLW, which 13 is radioactive material that's mixed with other 14 15 designated hazardous chemicals. And then there also are 16 the possibility that some other nuclear materials, which 17 are used in a variety of defense-related projects at the NNSS, might also be shipped into Nevada by rail and then 18 transferred for truck delivery to the NNSS. 19 Okay. So let's see. I came with some 20 21 questions about how the State Rail Plan was going to address, in its discussion of infrastructure and project 22 inventories and some of the other components of the 23 2.4 plan, which are -- which I learned about by reading the 25 descriptions of the plan and the plan process on the Page:

Page 4 department's website. And I want to just take a second 1 and commend them on the way that the rail plan has been 2 3 addressed and explained in items on the website. found that to be very useful. 4 And I saw from the listings there and from the 5 handout materials and from the boards that they had 6 identified the Nevada -- the -- they had identified as a 7 8 Nevada rail project the Department of Energy's proposed Yucca Mountain railroad. I saw also that there were 9 some discussions of the potential for north-south rail 10 service, particularly rail service between Reno and 11 12 Las Vegas, that might also relate to this. I would like to say for the record that the 13 current status of the Yucca Mountain repository project 14 15 is that the Department of Energy has zero-funded that project. The Department of Energy has withdrawn its 16 17 application for a license to construct a repository from the licensing proceeding at the Nuclear Regulatory 18 Commission. And the Department of Energy has 19 appointed -- let me see. Let me rephrase that. 20 Department of Energy has provided support for the 21 Presidential Blue Ribbon Commission, which issued a 22 report at the end of January 2012, which described a 23 2.4 process for an alternative national nuclear waste 25 management program, which, essentially, the State of Page:

Page 5 Nevada sees as leading to termination of the Yucca 1 Mountain project. 2 3 That said, the Department of Energy, over a period of more than 25 years, carried out a number of 4 studies related to construction and operation of a 5 railroad to Yucca Mountain. The Yucca Mountain site 6 currently lacks rail access. And those studies 7 culminated in a detailed proposal for construction of a 8 railroad from Caliente to Yucca Mountain as the 9 10 preferred alternative in a rail access environmental impact study prepared by DOE. And that study was both a 11 12 part of the Department of Energy's application to the Nuclear Regulatory Commission for a license to construct 13 and operate a repository. 14 15 And that rail access environmental impact statement was also a key part of the Department of 16 17 Energy's application to the Surface Transportation Board, the STB, which is part of the U.S. Department of 18 Transportation, because the Department of Energy was 19 intending to operate its railroad as a shared-use common 20 carrier, which would require an approval, both an 21 22 environmental approval from the STB and then the formal issuance of a certificate of public convenience and 23 2.4 necessity, a CPCN, very similar to the process that a 25 private developer would use or that a railroad would use Page:

Page 6 to obtain the approval of the STB for a new construction 1 project, except this is a highly unusual situation where 2 3 the applicant was another federal agency, the U.S. Department of Energy. 4 And, I think, the point I want to make for the 5 record here is that while the Department of Energy's 6 Yucca Mountain proposal can only be described as dead at 7 the current time, there is a possibility that the 8 project would proceed in licensing as a result of a 9 federal lawsuit, which is currently being considered by 10 the U.S. District Court of Appeals for the District of 11 12 Columbia Circuit. And at the same time, the Department of 13 Energy's application for a CPCN to construct the 14 Caliente railroad, while it is inactive, our 15 understanding is it has not been withdrawn from the 16 17 Surface Transportation Board. So in the event that the licensing proceeding for Yucca Mountain resumed, the 18 status of the proposed railroad is unclear. But as far 19 as we can determine, it has not been terminated. 20 21 There is a large body of information regarding the impacts of constructing and operating a railroad to 22 Yucca Mountain that's contained in the Department of 23 2.4 Energy's 2002 Final Environmental Impact Statement for 25 Yucca Mountain, the Department of Energy's 2008 Page:

Page 7 Supplemental Environmental Impact Statement for Yucca 1 Mountain, and the 2008 Rail Access Environmental Impact 2 3 Statement. And I think that those documents, plus the detailed comments that were prepared by the State of 4 Nevada, should be part of the -- should be part of the 5 literature that the State Rail Plan process considers. 6 And one of the things that I will do as a follow-up to 7 this meeting is discuss with the people working on the 8 project whether, in fact, they have access to these 9 documents and whether my agency can make those documents 10 available to them. 11 12 So topic number one, that I wanted to talk about today, is the way in which the State Rail Plan 13 would address the Department of Energy proposal to build 14 a railroad from Yucca Mountain -- to Yucca Mountain from 15 16 Caliente. There's also a backup proposal for a rail 17 spur that was the so-called Mina Option, which would come from the Schurz-Mina area to the north and connect 18 to Yucca Mountain from the south and, as I said, we'll 19 provide as a follow-up information to the personnel 20 21 working on the State Rail Plan. 22 Topic number two. In the process of evaluating the impacts on -- the impacts on the state of Nevada and 23 2.4 particularly the Las Vegas urban area with the 25 possibility of spent nuclear fuel and high-level

Page 8 radioactive waste transportation by rail, the State of 1 Nevada has been very much involved, following and 2 3 commenting on and evaluating the recent rail safety and security regulations adopted in 2009 by the 4 Transportation Security Administration, which is part of 5 the Department of Homeland Security, and by the Federal 6 Railroad Administration. And these were rules enacted 7 by the Pipeline and Hazardous Materials Transportation 8 Administration. And both the FRA and the PHMTA are part 9 of the U.S. Department of Transportation. 10 These regulations are designed to protect 11 12 certain types of hazardous material shipments, including spent nuclear fuel and high-level waste, when they're 13 shipped by rail through urban areas generally, and 14 through certain types of urban areas which are 15 designated by the Department of Transportation and 16 17 Homeland Security as HTUA's -- that's high-threat urban areas -- and, also, what are called in the federal 18 regulations iconic locations or iconic venues. Perhaps 19 the classic example of such an iconic location would be 20 the Las Vegas strip, as well as downtown Reno-Sparks. 21 22 These are areas that might be attractive to terrorists or saboteurs precisely because of the widespread public 23 2.4 knowledge of those locations and the fact that there 25 would be extensive media coverage in the event of a Page:

Page 9 terrorist incident in those types of locations. 1 We're very familiar with these regulations from 2 the work that we've done relative to shipments to Yucca 3 Mountain. But these regulations would also apply to 4 shipments of what are called poisonous by inhalation 5 toxic materials. So shipments, for example, of chlorine 6 or ammonia or other types of hazardous materials would, 7 as we understand the regulations, also be required to 8 follow these new regulations for route evaluations, 9 carrier security plans, and what are called chain of 10 control requirements. And, basically, we think these 11 12 are items that the rail plan should address, because they could have implications for certain types of 13 economic activities; for example, shipments of chlorine 14 15 through both Las Vegas and the Reno-Sparks area. And we would be happy to meet with the rail 16 17 plan study personnel to discuss these rail safety and security regulations with them. 18 19 Point number three. In our rail transportation studies of the proposed DOE Yucca Mountain repository, 20 the Nevada Agency for Nuclear Projects has compiled a 21 22 number of reports on rail transportation issues, plus we've collected a large number of studies prepared by 23 2.4 the Department of Energy and the Department of Energy's 25 contractors. And these studies provide a lot of general Page:

Page 10 information on the -- both the physical geometry of the 1 main line railroads across northern and southern Nevada 2. 3 and, also, information about the operations within those rail corridors. 4 While we believe this information is useful and 5 would be useful to the rail plan study, we would like to 6 recommend that one of the objectives of the rail plan be 7 to update critical information on the existing railroads 8 and the existing railroad operations. Because this 9 information would be very useful, not only for 10 transportation planning purposes, but for economic 11 12 development planning purposes as well. So some of the types of information that we 13 would like to see updated would be information on the 14 number of trains per day, using the northern and 15 southern corridors, and in particular the number of 16 17 trains per day eastbound and westbound, the number of trains using terminal facilities at locations, 18 particularly in the north in Elko and Sparks, and in the 19 south in Las Vegas. We'd like to see updated 20 information on the types of cargoes that are being 21 transported by rail, the estimated dollar values of the 22 cargoes being transported, estimates of the revenues 23 2.4 derived from rail shipments across Nevada. And we would 25 like to see updated information on accidents and

Page 11 reportable safety incidents and security incidents. 1 And, again, we would be happy to meet with the 2 3 rail plan study staff and provide them the information that we have, much of which, unfortunately, is now 4 somewhat dated. Most of the studies conducted both by 5 the state and by the Department of Energy on the basic 6 operations of the railroads in Nevada were conducted in 7 the '80s and '90s. But even though that information is 8 out of date, it certainly would have historical value 9 and would be useful for comparison to data that we hope 10 the project would compile on current operations. 11 12 Point number four. It's often difficult to obtain data, current data on commodity flows by rail, 13 because the railroads consider this data to be 14 15 confidential and proprietary. We'd like to know how the rail plan study team plans to approach the whole issue 16 17 of collecting data on commodity flows. And in particular, we'd like to know if they have any plans to 18 19 use the one percent way-bill sample. That's W-A-Y, dash, B-I-L-L. Rail transportation planners are very 20 21 familiar with this source of data that the Federal 22 Railroad Administration obtains to a random sampling of 23 shipments. 2.4 And in the past, various states and their rail 25 plans have used the FRA way-bill sample data to, for

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- 1 example, identify the primary commodities that are
- 2 either originating from or being delivered to specific
- 3 counties and in some cases specific zip code or census
- 4 defined areas.
- 5 So what this, in effect, is, is a way to obtain
- 6 state level commodity-specific flow data in a way that
- 7 the railroads are often less concerned about competitors
- 8 obtaining an unfair advantage by having access to a
- 9 commodity flow data that can be linked to particular
- 10 shippers and particular carriers.
- 11 Again, we would be happy to talk with the rail
- 12 plan study staff about our agency's experience using
- 13 those data sources.
- 14 Point number five. We would hope that the rail
- 15 plan study team is -- has a methodology and a plan for
- 16 applying the economic and population data from the 2000
- 17 census, so that the -- so that their analyses,
- 18 particularly about potential economic developments or
- 19 the desirability of enhancing service to particular
- 20 parts of the state, could be informed by particularly
- 21 the population and economic data from the 2010 census.
- We've already started to develop some of this
- 23 data; for example, to estimate the population that's
- 24 located within an 800-meter band width or a half-mile
- 25 band width on each side of the Union Pacific main line
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- 1 as it goes through the Las Vegas urban area. And we've
- 2 used this for a variety of safety and security planning
- 3 studies. And I don't believe there are any restrictions
- 4 on our providing the data that our consultants have
- 5 developed for our use for the use by the study plan.
- 6 And that's an area that we would like to have some
- 7 interaction with them about.
- 8 Sixth area of discussion. Because of the
- 9 state's ongoing assessment of the potential safety and
- 10 security issues related to shipments of spent nuclear
- 11 fuel and high-level waste by rail through the Las Vegas
- 12 area, as part of the Department of Energy's plan for
- 13 rail shipments to Yucca Mountain, we have studied the
- 14 Union Pacific rail corridor through Las Vegas from the
- 15 Arden area -- that's A-R-D-E-N -- on the southwest side
- 16 of Las Vegas, up to the Apex, A-P-E-X, area that's on
- 17 the northern and eastern side of Las Vegas. And we've
- 18 identified a number of information items related to
- 19 freight movements that would be useful to us in our
- 20 work.
- 21 And in particular, we would be interested in
- 22 any information developed by the rail plan study team
- 23 regarding the locations, mainly at signals and sidings,
- 24 where both eastbound and westbound freight trains stop
- 25 as they're making their transit through the Las Vegas

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urban area, which is about 38 miles across, from the 1 point, the points of entry at Apex and Arden. 2 3 We're interested in whether any information is available from the railroads on frequency of train 4 stops, duration of train stops, the speed limits that 5 apply to freight train movements through the Las Vegas 6 area. And then we'd like to compare the posted limits 7 with the average speeds that trains actually travel 8 going through Las Vegas. We'd be interested in any 9 details of the operations at the Union Pacific freight 10 terminal in Las Vegas, information on numbers of workers 11 12 involved, both in through operations, terminal operations, maintenance operations. And we'd be 13 interested in any information that might have been 14 obtained on the views that the railroad has about their 15 interactions with particularly safety personnel working 16 17 either directly for the Federal Railroad Administration or State of Nevada rail safety inspectors who are 18 working in coordination with the Federal Railroad 19 Administration safety projects. 20 Point number seven. In 2011, the Department of 21 22 Energy issued a Draft Environmental Impact Statement for the Nevada Nuclear Security Site, which covers the 23 2.4 Department of Energy's proposed activities over the next 25 10 years. And part of the Department of Energy's plans Page:

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- 1 for transportation of radioactive materials to the NNSS
- 2 involves the possibility of switching freight movements,
- 3 both for waste shipments and other types of radioactive
- 4 materials, from truck-only shipments, that is, direct
- 5 truck shipments from locations outside of Nevada to the
- 6 NNSS, which is generally located in the area of Mercury,
- 7 M-E-R-C-U-R-Y, Nevada.
- 8 And in the Department of Energy's Draft
- 9 Environmental Impact Statement, they identify a number
- 10 of specific locations in southern Nevada where they are
- 11 at least considering the operation of intermodal
- 12 facilities that would switch freight from -- and this
- 13 would primarily be freight shipped in containers, such
- 14 as ISO, that's capital I, capital S, capital O,
- 15 containers, transported on railcars for transfer to
- 16 trucks for the completion of their delivery to the
- 17 Nevada Nuclear Security Site. We would be interested to
- 18 know whether the Department of Energy or any of their
- 19 contractors consulted with NDOT generally or with the
- 20 rail plan study team regarding their proposals for these
- 21 types of operations.
- 22 We would also like to provide the rail plan
- 23 study team with the analyses that we have prepared of
- 24 the safety and security issues that would be involved
- 25 with these proposed intermodal transfers that would be Page:

Page 16 conducted either -- I guess, they would be conducted not 1 by the Department of Transportation, or not by -- let me 2 3 take that back. I'm trying to give you an explanation of how the contracts would be used. So. 4 not, as we understand it, be Department of Energy 5 facilities, and they would not be Department of Energy 6 vehicles. These would be Department of Energy 7 contractors, most likely operating through facilities 8 operated either by the railroads or by contractors. And 9 given the attention that the rail plan seems to be 10 devoting to terminal operations, there's a possibility 11 12 of a very significant amount of freight, certainly in the neighborhood of several thousand legal weight truck 13 shipments per year, using these types of facilities. 14 So this statement, the intent of this statement 15 is to make sure that the rail plan project team is aware 16 17 of the proposals that are contained in the Department of Energy's Draft Environmental Impact Statement and that 18 19 they are aware of the concerns of the Nevada Agency for Nuclear Projects and other state agencies and the 20 21 affected local governments. 22 And that concludes my statement. I'd like to say, for the record, again, I'm Bob Halstead, Executive 23 2.4 Director of the Nevada Agency for Nuclear Projects. And 25 the mailing address for my agency is 1761 College

Page 17 Parkway, Suite 118, Carson City, Nevada, 89706. And our 1 telephone number is 775-687-3744. And we very much 2 3 appreciate the opportunity to give this very long-winded but, hopefully, useful comment for the record. 4 5 6 (The oral statement by Robert Halstead concluded at 4:25 p.m.) 7 8 (The presentation regarding the key elements of 9 10 this study commenced at 5:30 p.m.) 11 MS. ANGELA THENS: We're going to go ahead and 12 start the presentation. MR. FUREDY: Good evening. I'm Matt Furedy, 13 with the Nevada DOT. I'm the Project Manager for the 14 15 State Rail Plan. 16 Back in October of 2010, we started this 17 process. January of 2011, we had our first round of -or I should say February 2011, we had our first round of 18 19 public meetings that kind of introduced the plan, what we would be doing, and tried to solicit some comments at 20 21 that time. 22 Over the last year, myself and our consultants, who are Mike McCarley -- he's the Project Manager with 23 Jacobs Engineering -- Darwin Desen, Angela Thens, John 2.4 25 McCarthy and Andrew Ittigson -- and my boss is also here Page:

Page 18 tonight. So over the last year, we have been doing 1 meetings with stakeholders in Nevada and, also, with the 2. 3 UP and the BNSF, Amtrak, a whole list of them. And so now I'd like to introduce Darwin Desen, 4 and he -- well, actually, I think, I've got some things 5 6 to... 7 We have a court reporter with us tonight to take comments. After our presentation, if you have some 8 comments that you would like to make, she will take 9 those verbatim. And they will actually end up in the 10 rail plan, at the back. 11 12 Comments can also be submitted on a -- in your packet, there's a form that you can fill out. And then 13 drop them over here in this box on the table on your way 14 15 out. You can submit comments by mail, fax or e-mail. 16 Reference the project in your correspondence. 17 And we would like the comments to be to us by 18 March 15th. Because by the end of March, we're supposed 19

21 So, Darwin.

20

- MR. DESEN: All right. Thank you.
- As Matt said, my name is Darwin Desen. I'm the
- 24 Technical Lead for the State Rail Plan.

to have a finalized draft of the plan.

And, you know, back in October of 2010, we

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1	started this process. It was intended to be an 18-month
2	effort. And really what we have done throughout the
3	planning process is we initially had to identify what we
4	wanted the State Rail Plan to be. So we established
5	what our visions and goals were for the State Rail Plan.
6	And then we sat down with NDOT and their staff to talk
7	about their organization and their process for
8	identifying the projects, from conception through
9	design, through construction, and final implementation,
10	and what they do from a highway perspective and how that
11	fits into the overall picture of a rail program and rail
12	projects.
13	So, then, the other part of, other aspects of
14	the planning process is we worked with the Union Pacific
15	Railroad and other rail stakeholders throughout the
16	state and pulled all the available documentation to
17	identify all of the existing and operated rail
18	infrastructure within the state. So we've got a good
19	solid map that identifies what that rail infrastructure
20	is, who owns it, who operates on it, and what kind of
21	commodities and volume of traffic is being moved across
22	those lines.
23	Another thing that we did is we had a very
24	engaged or very involved outreach program where we
25	solicited stakeholder input. We actually identified a
	Page:

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- 1 group of technical advisors, and we pulled them in, and
- 2 we've had two meetings with them throughout the process.
- 3 The initial meeting was very much like a public meeting,
- 4 where we sat down and we told them here's what we want
- 5 to do, here's what the whole State Rail Plan is about,
- 6 got their input as far as what they thought the State
- 7 Rail Plan needed to address, went through the process,
- 8 and then had a follow-up meeting with them and talked
- 9 about what we found, and got further input from them,
- 10 and have had guidance from the technical guidance
- 11 committee all throughout the process.
- 12 Through that, we've identified, you know, many
- 13 rail stakeholders. We've sat down and we've had
- 14 one-on-one interviews with those stakeholders, and we --
- 15 the intent was to identify discreet projects throughout
- 16 the state and, from those discreet projects, identify --
- 17 come up with some method of determining prioritization
- 18 of those projects. So we could say what projects need
- 19 to be looked at near-term, midterm and then long-range
- 20 and what that meant for the State Department of
- 21 Transportation.
- 22 And then, of course, we looked at funding
- 23 sources and the need for funds for each individual
- 24 project. And then the overall goal is to identify an
- 25 implementation plan, how you conform with those projects Page:

Page 21 1 with the perspective of the State Department of 2 Transportation. 3 So as I said in the beginning, you know, what we wanted to do was identify what the State Rail Plan --4 what we wanted to accomplish by a state rail plan. 5 we identified and developed our mission and vision 6 statements. And, overall, our mission statement, we 7 wanted the rail plan to develop and provide enhanced 8 rail transportation throughout the state, to address the 9 needs of the state and improve the overall quality of 10 life and safety of the traveling public, and improve the 11 12 environmental and economic sustainability throughout the state of Nevada, and to the overall benefit of the 13 citizens of the state of Nevada. 14 15 Now, there are two distinct aspects of rail transportation. One is passenger rail, and the other is 16 17 freight transportation. And they're distinctly two different modes of operation and purposes. So we had 18 to -- we thought anyway, we had to identify a vision 19 specific to passenger rail and a vision specific to 20 21 freight rail. 22 So the division for passenger rail is to 23 develop a passenger rail system that provides the 2.4 traveling public with an attractive energy-efficient, 25 cost-effective, reliable alternative choice to Page:

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- 1 transportation. That's in addition to the standard
- 2 automobile, bus, and air transportation modes of travel.
- 3 So, and, again, we wanted that to -- the rail
- 4 transportation side of this, to be economically
- 5 beneficial to the overall transportation system and
- 6 really provide that mode of choice to the citizens of
- 7 Nevada.
- 8 And then, with the freight rail vision, because
- 9 the freight lines are privately held -- they're owned by
- 10 the railroad companies. They're not a public -- public
- 11 property. And we felt that the vision for the freight
- 12 aspects of this are to have an economically competitive
- 13 freight rail system that moves goods sufficiently and
- 14 expeditiously across the state and is fully integrated
- 15 with interstate and intrastate shipping modes, thereby
- 16 relieving highway congestion and improving the overall
- 17 safety and quality of life for the traveling public of
- 18 the citizens of Nevada.
- 19 So what further came out of that is we had to
- 20 identify, we felt we needed to identify some project
- 21 goals. In there, number one, we wanted to enhance the
- 22 safety and efficiency of the overall state's rail
- 23 transportation system. We also wanted to optimize
- 24 Nevada's rail potential to effectively address social,
- 25 economic, and environmental issues throughout the state.

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- 1 And we wanted to develop an organizational structure
- 2 within NDOT to help streamline the process for entities
- 3 that wanted to ship goods via rail, or passengers via
- 4 rail, and how they could move forward with their
- 5 projects and the processes that they needed to do to
- 6 make those projects happen.
- 7 So, hopefully, what have we done over the last
- 8 16 months, how did we get there? Number one, we
- 9 identified what we wanted the rail plan to be. We
- 10 talked about our vision goals and objectives. We
- 11 identified our technical advisory committee. We invited
- 12 those resources to the table. We've had a couple
- 13 meetings with them. And we engaged them, through two
- 14 rounds of technical advisory committee meetings, and we
- 15 thoroughly engaged them in reviewing our draft documents
- 16 all throughout the phase. We have conducted one round
- 17 of -- early on, of public meetings to identify what we
- 18 were doing with the State Rail Plan. And we are
- 19 currently in the middle of doing our second round of
- 20 public meetings, really to tell you about what we've
- 21 done and, also, bring in additional public comment for
- 22 the State Rail Plan.
- 23 And, as I said, we had a very robust
- 24 stakeholder engagement process where we've had -- we
- 25 conducted 30 one-on-one meetings with stakeholders, such Page:

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- 1 as the Union Pacific Railroad, the BNSF Railway, Amtrak,
- 2 the Western High Speed Rail Alliance, the Department of
- 3 Transportation for Arizona, Idaho, Utah, and Nevada,
- 4 CalTrans, and then various other stakeholders throughout
- 5 the state of Nevada, specific projects that they're
- 6 trying to move forward.
- 7 And then, in addition to that, we sent out over
- 8 200 surveys in the mail to various rail stakeholders,
- 9 companies that have reason to ship goods via rail, and
- 10 municipalities, to get public interest. And in that
- 11 process, we received 44 completed surveys. But over and
- 12 above that, we also received 75 comments via our
- 13 website, that were really generated from the public
- 14 meetings and the interest that we stirred by sending out
- 15 all the mailed out surveys.
- 16 In addition to that, we have coordinated with
- 17 some ongoing studies that are also sponsored by the
- 18 Nevada Department of Transportation. One of them is the
- 19 I-15 Corridor Long-Range Multimodal Study. Another is
- 20 Connecting Nevada. We've got the North-South Multistate
- 21 Multimodal Study, which is looking at a new corridor
- 22 from Mexico all the way to Canada. We're also looking
- 23 at -- we coordinated with the Inland Ports Study and the
- 24 Southwest Regional Rail Study that is currently being
- 25 conducted by the Federal Railroad Administration.

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1	As I said, we've completed a rail inventory to
2	identify the existing railway structures throughout the
3	state. And we documented and created a map that
4	identifies the active railroad, the operators, the type
5	of goods and volume of traffic that's being moved
6	throughout the state.
7	And then, in our one-on-one stakeholder
8	meetings and all the surveys that we've sent out and the
9	responses that we received, we identified a whole
10	laundry list of projects. And throughout those
11	projects, we identified the issues related with the
12	projects and then went through a method of identifying
13	what opportunities are out there associated with those
14	projects and then tried to put those projects in some
15	understanding of prioritization, what makes sense to
16	move, try to move forward immediately, what NDOT would
17	be supporting from a policy standpoint, what they would
18	support through funding mechanisms, stuff like that.
19	So the types of projects that we identified
20	throughout the this process, you've got again, as I
21	said, you've got passenger rail and freight rail, which
22	are distinctly different modes of transportation and
23	have different purposes behind them. In the passenger
24	rail arena, you have three types of passenger rail. You
25	have conventional passenger rail, which most people
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- 1 would relate to Amtrak as the conventional passenger
- 2 rail. You have your high-speed rail, which is really
- 3 the big buzz right now with federal legislators and with
- 4 the whole PRIIA legislation. And then you have
- 5 excursion rail.
- 6 Under the conventional rail, we identified the
- 7 Desert Wind as a passenger rail that Amtrak stopped
- 8 operating back in the '90s. And there's quite a bit of
- 9 interest out there trying to reinitiate that passenger
- 10 rail service from Los Angeles to Salt Lake City via
- 11 Las Vegas.
- 12 There's also a private entity out there that is
- 13 moving forward with a passenger rail service between the
- 14 L.A. basin to Las Vegas, which is called the X Train.
- 15 That is a passenger service that will operate from
- 16 Thursday through Monday, really more of a weekend
- 17 excursion type or vacation type of train service. And
- 18 they're working through their negotiations with the
- 19 Union Pacific and the BNSF Railway, and the Gaming
- 20 Commission and everything, throughout the state, to
- 21 progress that project.
- 22 Another project that came out of this process
- is the -- we're working with the Washoe RTC, the
- 24 Regional Transportation Commission, to work through
- 25 conventional rail services, passenger rail services for Page:

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- 1 the 2022 winter Olympic games. The State of Nevada
- 2 wants to put in a bid for the 2022 Olympic games. And
- 3 in doing so, they want to look at all modes of
- 4 transportation. And one of those modes is, obviously,
- 5 rail transportation.
- 6 With respect to the high-speed rail, I'm sure a
- 7 lot of have you heard about the DesertXpress from
- 8 Victorville to Las Vegas. That is a project that has
- 9 gone through the environmental phase. They've received
- 10 a record of decision and authorization to move into
- 11 final design and construction. They're just working on
- 12 the funding mechanism to make that project work and
- 13 working with the FRA on that as well.
- 14 The Maglev project is the magnetic levitation,
- 15 again, from Las Vegas to L.A. basin. That is a project
- 16 that has gone through the central planning phase. They
- 17 have not made it through environmental studies. And so
- 18 they've got quite a bit of work left to do on that
- 19 project. So, currently, it's not really moving forward
- 20 at this point in time. But it is a valid project that's
- 21 still in the works out there.
- 22 Again, you have the Western High-Speed Rail
- 23 Alliance. They're looking at the long-term Golden
- 24 Triangle from the L.A. basin to Las Vegas, down to
- 25 Phoenix. And they're also looking at the southwest

Page 28 region. And what that means as far as high-speed rail, 1 not only within that Golden Triangle, but outside of 2 3 that, going from Las Vegas up to Salt Lake City and even to possibly Denver and, you know, possibly up to the 4 Reno-Tahoe area. So that is a project that, right now, 5 the Federal Railroad Administration is looking at a 6 study or conducting a study that is looking at the whole 7 high-speed rail issue within the southwest region. 8 And then you've also got the multimodal 9 high-speed rail terminals that are associated with those 10 studies. And where you have high-speed rail where 11 12 people want to go from the L.A. basin to Las Vegas, or Phoenix or elsewhere, where those terminals make sense. 13 So those studies are being conducted as well. 14 15 As I said, on the excursion rail side of things, you have the Northern Nevada Railway, which is 16 17 looking at extending their existing rail line from Ely up to the UP line. And I've lost the word. The --18 19 MR. ITTIGSON: Extending it to McGill. 20 MR. McCARTHY: McGill. 21 MR. DESEN: McGill. Thank you. 22 But they're looking at that for an economic development to not only extend their excursion line, 23 2.4 but, also, possibly bring in some industrial development 25 down into the Ely area. Page:

Page 29 You've got the Virginia & Truckee extension. 1 They're looking at extending that excursion rail line. 2 3 They have a plan in place, and they're really -- what's stopping -- well, I won't say stopping. What they need 4 is really to move forward with funding and the design of 5 the plans and stuff like that. 6 On the freight rail side of things, obviously, 7 the UP, Union Pacific Railroad, is the primary 8 stakeholder. They own all the rail lines, the three --9 the two main corridors, the northern corridor that runs 10 across the northern part of the state and then, also, 11 12 the southern corridor that runs through Las Vegas. They're looking at various things, centralized traffic 13 control, improving all their communications throughout 14 their system and signalization, additional sidings to 15 provide either passing sidings or just storage 16 17 facilities so they can move their priority trains without congestion. And, you know, really the entire 18 purpose behind their proposed improvements is 19 20 congestion-related. Another priority issue for the Union Pacific is 21 22 the Donner Pass. They currently have two alignments that go through the Donner Pass. One tunnel has the 23 2.4 capacity for moving double-sided containers for their 25 intermodal traffic. The other does not. So that is a Page:

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- 1 congestion point for them. And they always have an
- 2 interest in doing what they can to improve that to
- 3 relieve congestion.
- 4 We also identified that there's interest in the
- 5 Fallon area to potentially relocate the existing
- 6 transload facility to accommodate additional development
- 7 in that area and potentially move that transload
- 8 facility to what is believed to be a more conducive area
- 9 for operation of the transload and industrial
- 10 development.
- 11 And then there's some various additional spur
- 12 lines and sidings and services that the freight
- 13 railroads are looking at.
- On the highway grade crossing side of things,
- 15 the Nevada Department of Transportation has an ongoing
- 16 program where they, on a three-year basis, annually,
- 17 every year, they look at, basically, one-third of all
- 18 the crossings throughout the state. They identify
- 19 issues, whether it's signalization issues, you know,
- 20 paving issues where the interface between the rail
- 21 crossing and the roadway might have some issues. So
- 22 they work with the Federal Railroad Administration for
- 23 federal funding, and they work with the Union Pacific
- 24 Railroad for the local match on dollars to make those
- 25 improvements. So, like I said, they have a really good Page:

Page 31 program and on an annual, a three-year rotation, really 1 cover all those grade crossings throughout the state. 2 3 So then we identified all those projects and what those opportunities are. And we had to come up 4 with an evaluation of those projects to say what made 5 sense to move forward with on a short-term basis, what 6 makes sense to move forward on a midterm basis, and then 7 what do we need to kind of keep in the hoppers for a 8 9 long-range plan. 10 With that, I'd like to have Andrew Ittigson go through that process of what we did to evaluate 11 12 projects. And, with that, I'll turn it over to Andrew. 13 MR. ITTIGSON: Thanks, Darwin. 14 15 As many of you have probably had an opportunity already to look at some of the boards I'm going to go 16 17 over. What really is the first phase of our evaluation is the boards that you looked at, first looked at, at 18 the entrance to the room. And it's our comprehensive 19 list of projects that we gathered through the outreach 20 21 process over the past year. These are projects that came to us from stakeholders, from the public outreach, 22 the general public meetings, and from some of the 23 2.4 one-on-one interviews, as well as our technical advisory 25 committee. We gathered them all together in one list, Page:

Page 32 and then we -- our initial phase one evaluation is we 1 grouped them into different categories. 2 3 So the four main categories you see under step two, we have them in the form of a question. Number one 4 is, is it a project that needs further study? Is it, 5 basically, an idea at this point? And has a feasibility 6 study been completed? If not, then we are not 7 recommending to move to the next level of evaluation 8 until some sort of initial preliminary study is done to 9 kind of identify exactly what the project is. At this 10 point, we see it as an idea, something that in the 11 12 future may be a little bit more mature and something we could evaluate and update to the State Rail Plan in the 13 future. 14 15 The second grouping that we looked at was, is it a project that may have an initial study completed, 16 17 but it has some sort of implementation issues? Maybe there's something that still needs to be worked out, the 18 host railroad or the funding mechanism, something along 19 that line, that keeps it back, from going to that next 20 21 level of evaluation. Third is some of the projects that we got over 22 the course of this past year were really just requests 23 2.4 directed to the host railroad, UP, looking for access to 25 the main line and industry possibly which may access the Page:

Page 33 main line. We thought we'd include it in our rail plan 1 as part of this, as part of our table on our list. But 2 3 as far as mitigating this issue, we recommended they contact UP directly and work something with UP for that 4 access or for the sideline, whatever it may be. 5 And other projects that have had that initial 6 study and do not necessarily have the implementation 7 issues that were identified early on, we have 8 recommended to advance it to further evaluation. And we 9 10 do this, though, suggesting that all the projects on the list will be looked at again. And the follow-up to this 11 12 rail plan over the next two years, as NDOT has proposed to do, is to do some sort of updates to the rail plan, 13 maybe not at this level, but at a smaller level and 14 15 updating it over the next two years. So some of these projects, then, will be re-evaluated at that time. 16 17 To go over the advanced nature, to our next stage of evaluation, John McCarthy from our group will 18 take you through that process. 19 20 MR. McCARTHY: Thank you. 21 The projects, then, that we looked at in more detail, that made the first cut, what we wanted to do 22 was sort of understand those projects in greater detail. 23 2.4 And we categorized them by number of variables to help 25 better define them. Page:

Page 34 So one of the things was the time line. Our 1 objective to satisfy FRA requirements was to develop a 2 3 five-year plan, projects that might be completed over the next five years, and then projects that would be 4 longer term, six to 20 or even longer than 20 years. 5 we categorized projects, in terms of those time lines, 6 where they fell out. 7 Another issue was whether it was a public 8 sector project or a private sector project. So in some 9 cases, the Burlington Northern or Union Pacific has a 10 specific rail project that they want to do, but it's a 11 12 private business decision, and we identified it as such. If it was an Amtrak decision, maybe that was a different 13 public sector decision. 14 15 We looked at cost range only in the broadest sense, but just to get some scale, a rough order of 16 17 magnitude. So those that were up to 10 million or greater than 10 to a hundred million or larger than 18 19 So some of the high-speed rail projects are, obviously, in the very highest category. 20 Some of the grade crossings that we talked about are in the lowest 21 22 category. But just a little idea the cost range 23 involved. 2.4 And then what we did is we took a look at the 25 goals and objectives that have been identified for the Page:

Page 35 project and two of the goals of each, which had a series 1 of objectives. And we took each of the projects, and we 2 scored how well that project satisfied each of the 3 objectives in the first two goals. 4 So, for example, if a project fully satisfied a 5 specific objective -- and all of these are identified on 6 the boards in the back here. But if it fully satisfied, 7 we scored it a three. If it partially satisfied the 8 objective, we gave it a score of two. And if it only 9 minimally satisfied the objective, then we gave it a 10 score of one. We tallied those scores, taking out those 11 12 that weren't applicable, because the goal didn't really address or relate to the objective to that particular 13 project, and we came up with the total score and divided 14 it by the number of objectives and got an average score. 15

- 16 A perfect score might have been a 3.0. Generally, all
- of the projects that we included, all of them there, had
- 18 a score of 2.0 or greater.
- 19 And all of those numbers are shown on the
- 20 display boards in the back and are included in the
- 21 handouts that you have and on the project materials in
- 22 the -- they're on line, they're identified there on the
- 23 website.
- 24 So then we took a look at a few other issues;
- in some cases, how a project might require congressional Page:

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- 1 approval. So the Desert Wind was mentioned as a
- 2 passenger rail service that might be desirable to
- 3 reinstate. That's a multistate, going through multiple
- 4 states. It would probably require congressional
- 5 funding. So congressional approval would be needed to
- 6 get that multistate package approved. If the Amtrak was
- 7 going to operate that service, then you need Amtrak's
- 8 study and buy-in to operate that service.
- 9 And the other one would be, for example, the
- 10 Union Pacific. If it affected a host railroad's
- 11 capacity to move freight on their track, then that would
- 12 also be a checkmark that would need to be reviewed and
- 13 evaluated.
- 14 And then, at the end, we developed just a very
- 15 brief summary statement about how the project related to
- 16 selection criteria factors, what really made that
- 17 project, where it is in the standing and where it could
- 18 go.
- 19 And that led, then, to a recommendation. And
- 20 there really are just two categories. NDOT, of course,
- 21 is not operating any rail service at this point. But it
- 22 could, as a matter of policy, and has supported rail
- 23 projects. That may be writing a letter of support,
- 24 writing a grant application for TIGER or some other
- 25 federal funding program. So those projects then were Page:

Page 37 eligible for NDOT support. And that's clearly listed. 1 The other category would be funding. And 2 3 there, there really, the key category, of course, is the grade -- excuse me -- the rail highway grade crossings 4 where you have a situation where NDOT is staffing the 5 application and the annual program to improve those 6 crossings. Some of the excursion rail projects might be 7 candidates for some kind of economic development from 8 the state. But those would be funding recommendations. 9 So we have those, those kinds of recommendations. 10 And I'll turn it back over to Darwin. 11 12 MR. DESEN: So. So when we talk about moving forward and making recommendations to the Nevada 13 Department of Transportation as far as what projects 14 15 they need to look at to move forward with and what they 16 need to support, you're really looking at, and as John 17 and Andrew were talking, you need to look at what they can support via policy and what they can support on the 18 19 funding side of the equation. From a policy standpoint, we're really looking 20 at, you know, can the Nevada Department of 21 Transportation help a project or an entity move forward 22 if there is legislative things that need to be 23 2.4 addressed, whether it's within state government or 25 federal government. The Department of Transportation is Page:

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- 1 defined there, and they can help move those kinds of
- 2 things forward. They can also help submit grant
- 3 applications to move those projects forward, like when
- 4 you talk TIGER grants or the high-speed intercity
- 5 passenger rail grants that the Obama administration has
- 6 moved forward with.
- 7 So when we're looking at the policy support
- 8 side of the equation, when we're looking at short-term,
- 9 the projects that really stuck out, that made sense,
- 10 that we think can really have the chance to have some
- 11 success, be successful in moving forward, in the short
- 12 term, you've got the X Train, the DesertXpress. There's
- 13 a project on the Modoc Sub, which is really more about
- 14 banking that property for future use. UP is looking at
- 15 a crossover in the Weso area. And then, of course, the
- 16 excursion rail projects and their extension for the --
- 17 on Northern Nevada and the V&T.
- 18 Midterm, six-to-20-year time frame, the 2022
- 19 Olympics, obviously, makes sense, if they're going to
- 20 have a chance to do any rail improvements for passenger
- 21 service, we've got to get moving with that in the near
- 22 term. And those studies are -- they're looking at
- 23 getting those studies moving forward. So, obviously,
- 24 NDOT would have a stake and interest in moving those
- 25 projects forward.

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UP has some projects that they have on the 1 books that are prioritization. You know, obviously, 2 3 they're a private entity, and it's not looking to fund any of those projects. It's truly got to be funded by 4 the UP themselves. But anything they need to do from 5 a -- if there's any grant applications that they would 6 have to submit through NDOT, like the TIGER grants, 7 they're certainly there to help the UP move those 8 forward. Because it is a congestion mitigation issue, 9 and it helps relieve truck traffic on the interstate 10 highway. So there is a true benefit for the traveling 11 12 public and the citizens of Nevada. Northern and southern Nevada Inland Ports 13 projects, obviously, there is an economic development in 14 15 that there's inland ports that are developed within the 16 state of Nevada. So they're interested in helping move 17 those projects forward. And then, of course, the relocation of the 18 Fallon transload facility, that has to be really pushed 19 more from the private entity side of things. But if 20 21 there is potential to move that forward, they'll be 22 there to support that. 23 Long-term, the Western High-Speed Rail Alliance 2.4 and the Golden Triangle and anything to do with 25 high-speed rail in the southwest region, you know, those Page:

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- 1 kinds of things are years out. Those studies have to be
- 2 completed, see what makes sense. And, obviously, NDOT
- 3 will be there to help support those studies.
- 4 The Multimodal High-Speed Rail transportation
- 5 hub in Vegas and, of course, the Multimodal Framework
- 6 Study, those are, again, studies that NDOT would help
- 7 support those from a long-range programming aspect.
- 8 Again, when we're talking funding support, it's
- 9 really not taking state dollars and then funding
- 10 improvements to grade crossing. It's really from a
- 11 perspective of putting their employees, going out, doing
- 12 the inspections, writing the reports, facilitating the
- 13 need to get funding from the FRA, working with the Union
- 14 Pacific, and pulling that all together to make those
- 15 improvements happen. That's really the type of funding
- 16 support that NDOT is doing today. And we recommend that
- 17 they continue to move that forward.
- 18 Recommendations for projects that need to be
- 19 looked at for future study. There were, you know,
- 20 several projects that were identified. One of the
- 21 projects, in Elko there's the Amtrak platform.
- 22 Actually, there's two Amtrak platforms, depending which
- 23 direction you want to go. There was some confusion that
- 24 was identified that passengers have kind of lost their
- 25 way, or missed their trains, I should say. So there's
   Page:

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- 1 interest there in helping, potentially a future study,
- 2 helping Amtrak kind of clarify whether it's signage or
- 3 reconstruction of that platform, something like that.
- 4 Again, the 2022 Olympics, that's something
- 5 we've said that needs to remain on the books, whatever
- 6 that means as far as forwarding a full-on Olympic bid.
- 7 And then, of course, the Las Vegas Multimodal
- 8 Terminal at Ivanpah, depending on the development of
- 9 high-speed rail, what that terminal needs to look like.
- 10 NDOT needs to stay involved there.
- 11 And, of course, just additional financial
- 12 feasibility studies and environmental impacts for other
- 13 programs and what those same grants might need to look
- 14 like, or other various passenger rail projects.
- 15 Again, as we stated at the beginning of this,
- 16 the plan was an 18-month effort for the full-on State
- 17 Rail Plan. We're right about the 16-month time frame.
- 18 The intent is to have the full draft State Rail Plan
- 19 completed and submitted to NDOT and submitted to the
- 20 Federal Railroad Administration by the end of March. So
- 21 we're really -- if I could do this -- really right in
- 22 this area (indicating), the second round of our public
- 23 involvement and outreach program. And so we're kind of
- 24 at that star, if you want to say that. But the intent
- 25 is to have it complete by the end of March.

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- And our next steps after this is really to 1 incorporate all the comments that we receive. So, you 2 3 know, our public comments that we're soliciting right now. Our technical advisory committee, they've reviewed 4 the document and will continue to provide us with their 5 comments. Comments from the Federal Railroad 6 Administration. And, of course, comments from NDOT 7 8 themselves. The intent is, again, to finalize the State 9 Rail Plan, incorporate everything, and submit that to 10 NDOT and the FRA by the end of March. Secure the 11 12 approval or compliance with the FRA that they approve or recognize the State Rail Plan. Because then that 13 intent, in turn, goes into the overall National Rail 14 15 Plan, or is made a part of the National Rail Plan. And then, ultimately, we will present that to the State 16 17 Transportation Board and get their approval of the overall State Rail Plan. 18 So what we're doing today is we're requesting 19 public comment. We'd like you to go out there to the 20 NDOT website. And that is the -- you go to the NV Rail 21 And you will find the draft State Rail Plan on 22 there in a PDF format. And you can download that,
- 25 out and send us your comments on the State Rail Plan. Page:

23

2.4

review it. And there's also a comment form you can fill

Page 43 Or if you just have additional comments you'd like to 1 send to us, please do that. 2 3 We'd like to receive those comments by March 15th. And you can either send those directly to 4 Mike McCarley, the consultant PM, or you could send them 5 directly to Matt Furedy, who is the NDOT lead. Or you 6 can send them to -- we have a generic State Rail Plan 7 website that you can send your comments to. 8 So with that, I'd like to kind of close my 9 10 presentation and open it up for question and answers. If you do have questions, please state your name, so we 11 12 can get that down in the record. And we're all here to answer your questions. 13 MR. PLAUT: I have a question. 14 15 MR. DESEN: Yes, sir. 16 MR. PLAUT: This is Matt Plaut for the Ely 17 Shoshone Tribe. My question is, when you talk about the funding 18 19 sources, is that just for the initial project, or does that include long-term care, such as upkeep and 20 21 improvements to the railways? MR. DESEN: Well, it would be both. And, I 22 guess, the one thing I failed to state is that this is 23 2.4 not just a one-time state rail plan. The intent here, 25 in working with the Nevada Department of Transportation, Page:

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1	is to create and develop a rail, rail division within
2	the state DOT. Their intent is to update the State Rail
3	Plan every two years. So they will continue with their
4	contact and communication with the freight railroads,
5	the passenger rail programs that are out there, any
6	rail-interested parties.
7	And, you know, it is ongoing process. So
8	initial development, ongoing maintenance and upkeep,
9	yes, absolutely. And there are grant programs out
10	there. And, you know, our ever-changing economic and
11	federal grant policies, those change as you go. So it's
12	not just a one-and-done deal. It is meant to be an
13	ongoing process.
14	Does that answer your question?
15	MR. PLAUT: Yes, it does.
16	MR. DESEN: Yes, sir.
17	MR. HALSTEAD: Bob Halstead. I work for the
18	State Nevada Agency for Nuclear Projects.
19	I have a question about the regional passenger
20	plan. The way I understand this overall planning
21	process is there was a preliminary federal rail plan a
22	couple years ago. And then all the states are supposed
23	to do state plans. And then they're going to go back
24	and revise the federal plan. And that part of that will
25	be like for a lot of passenger stuff, is regional,
	Page:

Page 45 involves like cooperation with -- in our case, the 1 obvious ones in California and Utah and Arizona. 2 3 So just what kind of reaction have you had with 4 them? MR. FUREDY: Actually, right now, over the 5 last, I'd say, six months, NDOT has been involved in a 6 project that Darwin mentioned, that's being sponsored by 7 8 the FRA right now, a study. It's the Southwest Regional Plan. And we've attended one meeting in Vegas on that, 9 10 and then just a month or two ago we attended a meeting in Los Angeles on that. There's one next month. And 11 12 they're working on a plan for a regional passenger 13 service. MR. DESEN: And, then, you know, we should 14 15 state that that study is not intended to identify 16 specific corridors. It's intended to identify broader 17 corridors where people want to travel. I mean, you know, you can look at air travel and kind of say, well, 18 19 we already kind of have that figured out. But what makes sense from a high-speed rail or a high-air-speed 20 21 passenger rail network? 22 You know, one of the things that really started the whole need for state rail plans and the update that 23 2.4 all the states are going through is that the Passenger 25 Rail Infrastructure Improvement Act, PRIIA, that funded Page:

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1	\$8.2 billion under the Obama administration, that
2	everybody's, you know, out there competing for, and the
3	FRA is the administrator of those funds, they're wanting
4	each individual state department of transportation to
5	have their state rail plan so they can go to the state
6	DOT and say, okay, what is important to your state, so
7	we can back it with funds, and we know we're not just
8	throwing money down a rat hole.
9	So that's the genesis of having a national rail
10	plan. To get to that true national rail plan, you have
11	to have all the individual state rail plans and build up
12	to that national plan.
13	So it is very interactive, and it's very
14	conferencing.
15	MR. FUREDY: And, also, throughout the course
16	of doing this rail plan, we have met with each state,
17	every actually, every state that
18	MR. DESEN: That's one of the requirements
19	really, is to interconnectivity. It's interstate
20	connectivity. So you can't just do it all in the back
21	and only look at your state. You have to look at the
22	connections between the adjoining states.
23	MR. HALSTEAD: And is that that's
24	necessarily separate from some of the freight rail
25	stuff? You were talking earlier about how there are,
	Page:

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1	basically, alignment issues that are different for
2	future high-speed rail. But, on the other hand, I would
3	think there's an enormous potential to market the scenic
4	value of like passenger travel between Salt Lake and
5	L.A. with Vegas and then going through that, the Meadow
6	Valley Wash. Which, you know, the bad news is it's
7	you know, it's in a it's in a wash bed, and you're
8	not going to run high-speed trains through there. But
9	on the plus side, I mean it's not the Grand Canyon, but
10	it's awfully scenic, and it probably has a lot of appeal
11	if it was marketed.
12	So is that I mean each line is somewhat
13	different, because you don't have you're not going to
14	be able to run high-speed passenger on some of those
15	lines?
16	MR. DESEN: Well, again, one of the purposes
17	behind PRIIA, the Passenger Rail Infrastructure
18	Improvement Act, is, number one, to help out Amtrak.
19	You know, Amtrak is a passenger rail, intercity
20	passenger rail service, that has had its issues over the
21	years. And so PRIIA was established to help out Amtrak
22	and identify what long-haul intercity passenger rail
23	routes make sense, where they need help, how do they
24	need to improve, and where do we need to focus our funds
25	at. The other is the whole interest in true high-speed
	Page:

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1	rail within the entire country.
2	So the working with Amtrak, those intercity
3	passenger rail routes and the excursion rail routes, you
4	know, those are the things that address what you're
5	talking about, to look at the existing rail alignments
6	that are on the existing corridors. That's where that
7	intercity traffic really comes in.
8	Can you improve it, can you get higher speed,
9	faster rail service? Those are the things that it's
10	looking at there. True high-speed rail,
11	220-mile-an-hour, it's just not compatible with the
12	existing realm of the structure that's out there. So
13	you're looking at a dedicated route at that point.
14	MR. FUREDY: Well, we don't have any more
15	questions. But we will stay open for another 15
16	minutes, till 6:30. And if you have any comments, the
17	court reporter will also be here, and she can take down
18	your comments.
19	Anything else?
20	MR. DESEN: Thank you all for coming.
21	MR. FUREDY: Thank you.
22	* * * *
23	(The Public Information Meeting adjourned at 6:30 p.m.)
24	-000-
25	
	Page:

1	I, SHANNON L. TAYLOR, a Nevada Certified Court
2	Reporter, Nevada CCR #322, do hereby certify:
3	
4	That I was present at the McKinley Arts &
5	Culture Center, 925 Riverside Drive, Reno, Nevada, on
6	Wednesday, February 15, 2012, and commencing at 3:30
7	p.m. took stenotype notes of a Nevada Department of
8	Transportation Public Information Meeting regarding the
9	Nevada State Rail Plan Statewide;
10	
11	That I thereafter transcribed the aforementioned
12	stenotype notes into typewriting as herein appears, and
13	that the within transcript, consisting of pages 1
14	through 49, is a full, true, and correct transcription
15	of said stenotype notes of said Public Information
16	Meeting;
17	
18	I further certify that I am not an attorney or
19	counsel for any of the parties, not a relative or
20	employee of any attorney or counsel connected with the
21	actions, nor financially interested in the actions.
22	
23	DATED: At Carson City, Nevada, this 24th day of
24	February, 2012.
25	
	SHANNON L. TAYLOR
	Nevada CCR #322, RMR

NEVADA STATE RAIL PLAN
Statewide

PUBLIC INFORMATION MEETING

-0-

Thursday, February 16, 2012

3:30 to 6:30 p.m.
Elko City Council Chambers
1751 College Avenue
Elko, NV

-0-

Reporter: Ariel Mumma, CSR/RPR

-0-

			Page 2
	1	February 16, 2012; 5:30 p.m.	
	2	PROCEEDINGS	
	3		
	4	MR. GLICK: My name is Eric Glick. I'm	
18:27:39	5	with the Nevada Department of Transportation and I'm	
	6	the state's rail program manager; and we have an	
	7	18-month effort on our state's rail plan, and we're	
	8	going to be finishing up that here within a couple	
	9	months.	
18:27:56	10	We've hired Jacobs Consulting to assist us	
	11	with that. We have Mike McCarly in the back who is	
	12	with Jacobs, he's their project manager; we have John	
	13	McCarthy, he's with Jacobs out of St. Louis; Angela	
	14	Thens; and Bill Thompson with the Nevada Department of	
18:28:19	15	Transportation, who works with me on the freight side.	
	16	And John has a great presentation ready for you to	
	17	take you through the whole process we've been in, from	
	18	start to finish.	
	19	MR. McCARTHY: Let's talk about we are	
18:28:38	20	going to go through this presentation. We'll do some	
	21	questions and answers as we finish up.	
	22	If you have a question for the court	
	23	reporter, you want to give your name first before you	
	24	present the question, spell it out. And comments can	
18:28:53	25	be submitted on the comment form and put in the box	

		Page 3
	1	here before you leave, or sent in later. You can send
	2	them in online, if you like, as well.
	3	And we have a full report, 200-page
	4	report, that we've prepared for our study effort and
18:29:14	5	that is available online, and we'd like to receive
	6	your review comments by March 15th so that we're able
	7	to respond to them and complete the document by the
	8	end of March.
	9	We went through a standard sort of
18:29:31	10	planning process to develop this rail plan for the
	11	state of Nevada. We began with a step of defining the
	12	vision that NDOT has for the state rail plan in
	13	Nevada, and we looked at defining goals and objectives
	14	for the project as well. We separated those out for
18:29:57	15	passenger and freight rail.
	16	We looked at the organizational structure
	17	of NDOT to implement rail improvements in the state,
	18	how is it structured today, how might that be improved
	19	to strengthen the process, allow it to move more
18:30:16	20	quickly.
	21	We did a complete rail inventory. We met
	22	for example with the Union Pacific, with the
	23	Burlington Northern, trying to define all of the
	24	existing rail facilities in the state, and we did a
18:30:31	25	fairly elaborate engagement of stakeholders. We had a

			Page	4
	1	technical advisory committee both in northern Nevada		
	2	and in southern Nevada.		
	3	We had some 30 one-on-one meetings with		
	4	key stakeholders, both in Nevada as well as all the		
18:30:49	5	surrounding states, to define what are the issues with		
	6	respect to rail. Are there specific projects that we		
	7	might implement, and how do we get those priorities		
	8	established.		
	9	We have a fairly detailed section in		
18:31:08	10	Chapter 5 on funding, so we've identified all the		
	11	funding opportunities that are potentially suitable		
	12	for passenger projects or for freight projects, and we		
	13	have an implementation plan how to go forward with the		
	14	stage rail plan.		
18:31:26	15	So we began with the mission statement.		
	16	So this is a statement from NDOT as to why the rail		
	17	plan is being developed: Basically to provide		
	18	enhanced rail transportation infrastructure and		
	19	services that address transportation needs of the		
18:31:40	20	state.		
	21	We developed separate vision statements		
	22	for both passenger and for freight. They're somewhat		
	23	different modes and involve different issues. So we		
	24	have those statements there to develop the passenger		
18:31:56	25	rail system. You have them in writing and I won't		

			Page	5
	1	read them all to you; and then the freight as well,		
	2	separate division statements.		
	3	We took the next step, then, and developed		
	4	specific goals. And I think the first two are the		
18:32:11	5	significant goals in terms of evaluating projects in		
	6	the state. So does the rail project enhance the		
	7	safety and efficiency of the state's rail system,		
	8	transportation system; and then the second one:		
	9	optimizing Nevada's rail potential to effectively		
18:32:28	10	address social, economic, and environmental and energy		
	11	effects.		
	12	So how did we develop this process over		
	13	the 18 months of the study? We developed the goals,		
	14	the vision goals and objectives. We had two rounds of		
18:32:47	15	TAC meetings technical advisory committee		
	16	meetings both in northern and in southern Nevada;		
	17	and the first were held in January of last year, and		
	18	then we had a second round in December of last year.		
	19	The meetings we also had three public		
18:33:05	20	meetings last year and then again this year, and we		
	21	held those two rounds of public meetings in Las Vegas		
	22	and Reno and in Elko, so we had good geographic		
	23	distribution throughout the state.		
	24	I mentioned the 30 one-on-one meetings		
18:33:24	25	with U.P. and significant stakeholders, and we met		

		Page 6
	1	with Amtrak, the Western High Speed Rail Alliance, all
	2	the key states surrounding Nevada, all of them but
	3	Arizona and CalTrans to discuss how are they dealing
	4	with rail, and how does that relate to what could
18:33:44	5	happen or should happen in Nevada.
	6	We had a survey that we submitted and we
	7	received from 44 responses on that survey. In
	8	addition, the project has been on NDOT's website and
	9	we've had some 75 comments that have come in from
18:34:05	10	that.
	11	We coordinated on current and ongoing
	12	studies that relate to rail transportation in the
	13	state. One is the recently completed I-15 corridor
	14	study through Utah and into California. We've
18:34:22	15	coordinated on the connecting Nevada study that's
	16	under way now.
	17	There is a new framework study:
	18	multimodal, multi-state transportation study looking
	19	at freight, passenger, rail, as well as highway
18:34:42	20	improvements from Canada to Mexico. That's just
	21	beginning, but we have done some coordination on that.
	22	We coordinated with the Nevada Commission
	23	on an economic development for inland port development
	24	proposed in northern and southern Nevada, and rail
18:35:00	25	could be a component of that.

			Page 7
	1	The Southwest Regional Rail Study is one	
	2	that FRA is undertaking at this point, just beginning.	
	3	They had a couple of meetings, and the focus there is	
	4	on how does the passenger rail and improvements	
18:35:17	5	function on a regional network. So looking at the	
	6	major cities and states California; north all of	
	7	Nevada, northern and southern Nevada; Arizona; Utah;	
	8	how are those communities the key state stops	
	9	within those areas potentially connected by	
18:35:38	10	passenger rail? How do those improvements relate,	
	11	that have been proposed in those corridors, in	
	12	long-term and high-speed rail.	
	13	So we completed, then, the rail inventory,	
	14	we reviewed that with technical advisory committee,	
18:35:57	15	and out of that we developed some issues from the	
	16	public meeting to the meeting with the technical	
	17	advisory committee and what people in the one-on-one	
	18	meetings told us was significant to identify issues	
	19	and opportunities for rail improvements in the state,	
18:36:13	20	and then we prioritized those as future projects.	
	21	So the way the process works in terms of	
	22	defining it: We first looked at passenger rail. The	
	23	sequence is really an FRA sequence, but passenger rail	
	24	is both conventional rail. You think of Amtrak, the	
18:36:35	25	operating speed, the level of service, and we looked	

			Page	8
	1	at high speed.		
	2	In terms of conventional rail, one of the		
	3	issues is the former Desert Wind service that operated		
	4	from Salt Lake City through Las Vegas to Los Angeles.		
18:36:53	5	That was disconnected in 1997. There have been some		
	6	people who suggest reinstating that. That's something		
	7	to be considered.		
	8	The X-Train is an interesting primarily		
	9	an entertainment trip that would go from Fullerton,		
18:37:10	10	California to Las Vegas. It would be done as an		
	11	entertainment activity using conventional rail on		
	12	existing BN and U.P. right of way.		
	13	And the private company that's developing		
	14	this concept has is working on agreements with both		
18:37:30	15	railroads to operate on their right of way; and their		
	16	objective is to be in service by the end of this		
	17	calendar year.		
	18	So they have made some progress in their		
	19	negotiations and that process is moving forward. If		
18:37:46	20	they're starting off with just one day one round		
	21	trip a day between Fullerton and Las Vegas on Thursday		
	22	through Monday's schedule, and over time they would		
	23	hope to grow that service.		
	24	The other one we have on there is that		
18:38:04	25	there has been a proposal to have Olympics in Reno,		

			Page	9
	1	Tahoe, in 2022, and one consideration would be to		
	2	provide additional passenger rail service across		
	3	northern Nevada so that you can use the different		
	4	venues that are available in Salt Lake City or in		
18:38:23	5	Sacramento. And which you can also pull people in		
	6	from the major airports and get them here as well,		
	7	using that passenger rail service as one mode to move		
	8	people.		
	9	In terms of high-speed rail, Desert		
18:38:40	10	Express is 150-mile-an hour train that would go from		
	11	Victorville, California where the intercept is on		
	12	I-15 to Las Vegas, and it would travel basically in		
	13	the I-15 right of way.		
	14	They have their environmental approved,		
18:38:59	15	they have a record of decision, and they're ready to		
	16	go from the STV. They're in a financing mode. Their		
	17	objective is to be in service in 2016 with that		
	18	service.		
	19	Future extension could go from Victorville		
18:39:15	20	to Palmdale in California, and that would connect with		
	21	metro link and the the high-speed rail in		
	22	California to go full network.		
	23	Maglev is another option. That's a new		
	24	distinctive technology proposing to go from the		
18:39:39	25	Los Angeles Basin to Las Vegas, and that's another		

		Page 10
	1	possibility.
	2	The Western High-Speed Rail Alliance has
	3	proposed extensive high-speed rail. The Golden
	4	Triangle is the key objective of theirs, which is Las
18:39:53	5	Vegas, Los Angeles, and Phoenix and connecting those
	6	communities with high-speed rail. They also are
	7	looking for connections from Reno, and from Reno to
	8	Salt Lake City and Sacramento, so they have an
	9	ambitious long-range program in mind.
18:40:10	10	I mentioned the multi-modal framework
	11	study, and that's basically looking at that
	12	Mexico-to-Canada corridor and north-south multimodal
	13	passenger/freight and/or interstate highway linkage, a
	14	major project to be developed. That study is just
18:40:33	15	beginning so there really isn't much to be able to put
	16	into the document at this point.
	17	Excuse me.
	18	And then the other item we have on there
	19	is the multimodal high-speed rail terminal. If you're
18:40:43	20	going to bring a whole lot of people in on a
	21	high-speed train, for example, to Las Vegas, you want
	22	to have a terminal where when the people arrive, they
	23	have all the various modes, from taxis and the
	24	monorail, bus service, all the connections to get to
18:41:04	25	their location or destination in the community.

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	1	Excursion rail projects are also
	2	significant in Nevada from the tourism and economic
	3	development standpoint. We have the Northern Nevada
	4	Railway in Ely as a key project on there, the BNT is
18:41:23	5	also listed, and we have received word recently that
	6	the Boulder City/Sturgis train would like to do an
	7	extension as well, on property in Henderson. So all
	8	of those are possibilities.
	9	Freight railroad, we did meet with the
18:41:42	10	Union Pacific. They have a number of projects that
	11	they're looking to do in the near term, and there are
	12	some larger-scale projects. They'd like to continue
	13	to upgrade the Donner Pass trackage that they have.
	14	They did some notching in the tunnels, but they want
18:41:59	15	to get both tracks completed and fully centralized
	16	CTC, centralized traffic control on that line.
	17	The Northern Nevada Railroad shortline in
	18	White Pine County, there's an interest to upgrade that
	19	trackage was well. That's another project.
18:42:18	20	In Fallon there's a small transload
	21	facility that they would like to move out of town
	22	center of town, more to the edge of town and vacate
	23	some trackage, improve transportation flow in the
	24	city. It's a relatively simple project but funding
18:42:36	25	has not been identified for us. The Union Pacific

		Page 12
	1	would support it, they just have to come up with the
	2	dollars to implement it.
	3	And there were a number of other
	4	suggestions for adding rail spurs and sidings to
18:42:50	5	improve service.
	6	And then there's highway rail-highway
	7	grade-crossing improvement program. This is a federal
	8	program and it's basically 90 percent federal dollars
	9	and 10 percent local match required. Nevada has a
18:43:09	10	strong response to this program and has annually
	11	implemented a number of projects. We've identified
	12	the half-dozen projects that they have in mind for
	13	2012, and recommend continuing with that process. So
	14	those are on there.
18:43:21	15	We went through an evaluation project.
	16	Basically we received suggestions from the general
	17	public, from stakeholders, and a whole series of
	18	people. Some of them were merely a suggestion where
	19	somebody said wouldn't it would be wonderful to have
18:43:40	20	high-speed rail from Boise to Elko to Las Vegas.
	21	And I agree that would be wonderful, but
	22	that's probably not been studied enough to define the
	23	project that we can even be in a position to recommend
	24	that that should be considered or advanced by the
18:43:59	25	state of Nevada. So some of the projects really

		Page	13
	1	require further study.	
	2	And the two display boards, and in your	
	3	handouts, are there, where we tried to basically	
	4	tabulate all the projects that people suggested. And	
18:44:13	5	those that needed more studying we felt before they	
	6	could really be entertained seriously or carefully,	
	7	are identified with "Further Study Required."	
	8	Then there are a number of projects that	
	9	have been studied. Desert Wind was studied; the	
18:44:31	10	Amtrak folks did a detailed study on reinstating the	
	11	Desert Wind, and it would require the Union Pacific	
	12	track upgrade to keep the capacity on that line. And	
	13	given the cost and the requirement for equipment and	
	14	the funding limitations that Amtrak has, Amtrak	
18:44:51	15	decided not to advance the Desert reinstating	
	16	Desert Wind at this time. They could in the future.	
	17	So there's really an implementation issue	
	18	with, for example, that particular project in the near	
	19	term. And so we've identified a series of projects in	
18:45:08	20	the matrix that have some sort of an implementation	
	21	issue, and that was a criterion in terms of our	
	22	initial evaluation.	
	23	The other thing is that some of the	
	24	projects are basically a shipper or a potential	
18:45:22	25	shipper who would like to have support from the BN or	

		Page 14
	1	the U.P. for added service. And the first line there
	2	is really for that shipper to talk to the private
	3	business railroad, and ask about getting the service
	4	enhancement that they would like to have.
18:45:41	5	The Union Pacific is a business that's
	6	operating a railroad. They're looking to make a
	7	profit. And if there's a profit to be made by
	8	enhancing rail service, they want to talk about it.
	9	They have a committee, they meet every two weeks, and
18:45:59	10	they evaluate proposals and go forward. And the BN
	11	has a similar program.
	12	So the first line of defense for a lot of
	13	those suggestions is for those shippers to talk
	14	directly with the railroad, initially. And then if
18:46:14	15	they aren't successful, NDOT could provide some
	16	additional involvement.
	17	The last category, then, are those that
	18	basically we felt that there was enough identification
	19	in the proposal. They weren't show stoppers,
18:46:28	20	limitation issues, and it was more than just a minor
	21	service improvement that the railroads can provide.
	22	And those are the ones that we suggested we want to
	23	have some additional more-detailed evaluation on.
	24	I would comment that any of the projects
18:46:42	25	that were suggested, even if we didn't carry them

		Page 15
	1	forward at this time for a more detailed evaluation,
	2	they will be reevaluated.
	3	The whole objective of doing the state
	4	rail plan according to the federal process is that you
18:46:59	5	will be updating, at a minimum, every five years. And
	6	so as conditions change, when a project may be ready
	7	to move forward, it can be reevaluated, including in
	8	this plan.
	9	So then we took the projects that made
18:47:12	10	that cut and we looked at them in more detail.
	11	Basically what we did is those are the two maps and
	12	the two boards on the left, and they're in your
	13	handouts there the projects that got the detailed
	14	evaluation, basically what we did is we tried to
18:47:27	15	categorize and more carefully define those projects.
	16	So one thing was timeline. The state rail
	17	plan includes a five-year plan, projects that might be
	18	completed over the next five years. And then there's
	19	the six- to 20-year-plus horizon, so projects that are
18:47:47	20	longer term, or are really out there pretty far in the
	21	future. So we looked at the timeline to find those
	22	projects that way.
	23	Another criterion was whether it was a
	24	public project or a private. We weren't always able
18:48:00	25	to define that fully, but some of the projects are

		Page 16
	1	clearly the private sector's driver on the project,
	2	and they're in charge of making the business decision,
	3	like the X-Train.
	4	So others have clearly grade crossing,
18:48:14	5	they're they're a public sector initiative, and
	6	they do include some private sector funding from the
	7	Union Pacific as a 10 percent local match, but those
	8	were a criterion that we wanted to look at.
	9	The other thing was the cost range, and we
18:48:31	10	merely wanted to define a little bit it doesn't
	11	exclude anything. And we used some fairly broad
	12	ranges. So if the project was 10 million or less, it
	13	was sort of in the smaller category; if we thought it
	14	was in the 10 to a hundred million, okay, that's a
18:48:48	15	significant amount. If it's greater than a hundred
	16	million, then it's a much bigger project. So we broke
	17	the projects out with that kind of a cost range.
	18	And what we did then was take the
	19	objectives for the two key goals that had been
18:49:03	20	developed through the first round public meetings, and
	21	for each of those objectives we asked how well the
	22	proposed project satisfied that objective.
	23	If a project fully satisfied the
	24	objective, then we scored it with a 3 for that
18:49:18	25	particular objective. If we thought it partially

		Page 17
	1	satisfied the objective we scored it with a 2, and if
	2	it minimally or didn't satisfy the objective we gave
	3	it a 1, and we tallied those and divided by the number
	4	of objectives that were appropriate for that
18:49:36	5	particular project.
	6	Some of our objectives only really relate
	7	to passenger rail and not to freight rail, so those
	8	got an A. But we tabulated those and the maximum
	9	would have been a score of 30 a total of 30, which
18:49:54	10	will translate to a maximum score of 3.0.
	11	Basically all of the projects scored 2.0
	12	or greater, which was our sort of threshold for being
	13	on this list. And the average score you can see
	14	those for various projects essentially anything
18:50:10	15	above 2.0 is acceptable, and we felt is worthy of
	16	NDOT's consideration and support.
	17	We then wanted to identify just a few
	18	other issues. One was whether the project might
	19	require congressional approval. So the Desert Wind is
18:50:28	20	a good example of one that could require congressional
	21	approval because it's a multi-staged effort, and for
	22	Amtrak to actually implement it, they're going to need
	23	funding approved by Congress for multi-state activity.
	24	Amtrak needs to go through a process to
18:50:46	25	basically decide if they can implement a change in

		Page 18
	1	service. We received suggestions, for example, to add
	2	stops on the California Zephyr at a number of towns.
	3	Well, Amtrak has to go through an evaluation process
	4	to see if they would have enough ridership to make
18:51:06	5	that kind of improvement worthwhile.
	6	Similarly the Union Pacific needs to
	7	evaluate what is the effect on the freight movement if
	8	they are going to accommodate additional passenger
	9	service on the line, for example, across northern
18:51:23	10	Nevada. So those are key steps that need to be
	11	considered.
	12	And in the final column, then, we
	13	basically provided a brief description of what we
	14	thought were the most significant of all the variables
18:51:36	15	that we've been evaluating, to look at each of those
	16	projects and say what's the condition that will allow
	17	this project to move forward, and we got basically two
	18	categories.
	19	Essentially NDOT can recommend, as a
18:51:50	20	policy support, any of the projects on this key
	21	evaluation matrix. And basically the policy support
	22	may be writing a letter of support or even preparing a
	23	grant application, for example, for TIGER funding or
	24	other funds. And then the other category would be
18:52:11	25	that the state of Nevada could fund the project or

		Page 19
	1	provide funding support for a project.
	2	Historically Nevada hasn't funded much in
	3	the rail area, but there are projects, and
	4	grade-crossing improvements are a key example where
18:52:27	5	NDOT by staff time to do that process statewide, to
	6	identify the grade crossings to be improved each year,
	7	to coordinate with the Union Pacific or other owners
	8	to physically inspect all the grade crossings over a
	9	three-year period in defining those projects, so
18:52:43	10	funding was another one.
	11	The excursion rail projects are additional
	12	ones that the state might choose to fund, or provide
	13	funds for supporting. So those are all included in
	14	the display boards and in the handout there and
18:53:04	15	online.
	16	So let's just run through it in terms of
	17	the five-year plan and the six- to 20-plus-year plan.
	18	On the five-year plan we included the
	19	X-Train for support. It's a project that potentially
18:53:17	20	will be implemented by the end of this year. We have
	21	the DesertXpress, 150-mile-an-hour high-speed project.
	22	2016 is the goal there.
	23	The third one there is out of date, but it
	24	has been abandoned and has been landbanked. They are
18:53:37	25	developing the American Trails Association is

		Page 20
	1	developing a trail system on that. We just confirmed
	2	that on Friday, so these displays were there before
	3	that.
	4	Union Pacific has proposed crossovers,
18:53:53	5	improvements in Wes Weso in northern Nevada.
	6	They've also talked about adding sidings in Patrick
	7	and Rose Creek, so those are within the five-year
	8	plan.
	9	Those are projects that they are proposing
18:54:11	10	to do but might ask for support from NDOT in the grant
	11	application or other letters of support, or
	12	permitting, or whatever. And then we have the
	13	excursion rail projects, and that would include all
	14	three of the excursion rail proposals.
18:54:28	15	The mid-term six to 20 year. Basically
	16	with the Olympics proposal we're suggesting that a
	17	study really needs to be done to determine what
	18	passenger rail service might be appropriate, and could
	19	it be implemented; could Amtrak come up with the
18:54:46	20	equipment in that year to be able to operate it, and
	21	would the Union Pacific be able to accommodate that
	22	passenger movement.
	23	The Union Pacific has some other
	24	longer-term improvements. The upgrade of Donner Pass
18:55:01	25	provided by two-track, double-stack trackage through

		Page 21
	1	that whole length would affect freight traffic across
	2	northern Nevada, both on the interstate highway and on
	3	the freight lines. So that's a significant project,
	4	and that's one that's costly enough that NDOT could
18:55:21	5	consider excuse me Union Pacific could consider
	6	going after, for example, a federal grant that NDOT
	7	could participate in and support. So that's why that
	8	one is listed.
	9	We have the White Pine County improvements
18:55:38	10	for the Northern Nevada line listed here as well, for
	11	that short line.
	12	The northern and southern Nevada inland
	13	ports projects are ones that the Nevada Commission on
	14	Economic Development is pursuing, and those could
18:55:59	15	include rail. I think hopefully they do. The law
	16	provides some latitude there, whether it's a
	17	combination of rail, road, and air, but rail would
	18	particularly make sense in these.
	19	The concept would be in these is: We have
18:56:17	20	a lot of freight traffic coming in to the ports from
	21	California and along the west coast, and that traffic
	22	creates a congestion problem at those ports where they
	23	have to offload all of the freight and replace it.
	24	And so the idea is you can pull some of those trains
18:56:34	25	quickly out of those ports to an inland port and then

		Page 22
	1	do the transshipment at that location.
	2	And that's what the objective is: to try
	3	to provide facilities in northern Nevada, maybe
	4	somewhere in the Reno area, or somewhere in the
18:56:52	5	Las Vegas area in southern Nevada, that can respond
	6	and accommodate that traffic flow. And then we have
	7	the transload facility in Fallon.
	8	The longer-term project that's greater
	9	than 20 years relates to concepts which the Western
18:57:08	10	High Speed Rail Alliance is pursuing; for example, for
	11	high-speed rail across northern Nevada or in the
	12	golden triangle. We also have a concept for study of
	13	a multimodal terminal to accommodate high-speed
	14	passenger rail in Las Vegas.
18:57:29	15	Ivanpah Airport has been mentioned in the
	16	past. It's a possible location, so that's something
	17	that should be studied. And then the just-beginning
	18	multi-modal multi-state framework study from Mexico to
	19	Canada is another one.
18:57:41	20	In terms of funding, we mentioned that
	21	basically the rail/highway-grade-crossing program
	22	this is an ongoing annual program. It's one that NDOT
	23	should continue, and provides for upgrading grade
	24	crossings across the state, with a 90 percent federal
18:58:03	25	match, and a 10-percent Union-Pacific-paid local

			Page	23
	1	match.		
	2	Future study, we've talked and we've been		
	3	in Elko today. We went to the Amtrak platform and		
	4	checked it out. As a minimal, we want to see some		
18:58:16	5	improved signage.		
	6	But the minor problem that occurs is the		
	7	train is arriving late, late in the middle of the		
	8	night, and there's one eastbound and one westbound,		
	9	and you have to be on the right side on the right		
18:58:34	10	platform to get the eastbound or the westbound; and		
	11	sometimes at night it's a little confusing.		
	12	It's a tough location, somewhat isolated,		
	13	industrial area. So at a minimum we'd like to have		
	14	good signage out there.		
18:58:51	15	Amtrak has some proposed improvements		
	16	planned for this calendar year comparable to what was		
	17	done in Winnemucca. So that's something we'd like		
	18	to look at that a little further and see beyond		
	19	signage what else might be done, maybe in the long		
18:59:07	20	term to smooth that connection, so when a passenger		
	21	comes to that station, they know exactly where they're	<u>;</u>	
	22	going and there are good facilities to wait at that		
	23	location.		
	24	We mentioned the Olympics, something that		
18:59:23	25	needs additional study. The Las Vegas multimodal		

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	1	terminal I mentioned as well. And then basically
	2	looking for other projects when a federal grant is
	3	available, when it has staffing and be able to respond
	4	to defining the traffic demand, whether it's freight
18:59:49	5	or passenger the financial feasibility of doing
	6	that, the environmental impacts of any changes that
	7	might be made. So looking for a number of things
	8	there to be able to support grant applications.
	9	In terms of our schedule, we're basically
19:00:04	10	there in the very last column. The red dot over there
	11	in the middle is the public meeting series that we're
	12	in right now, in the middle of the month of February,
	13	and we're going to be wrapped up at the end of March.
	14	So basically the things that are remaining
19:00:22	15	to do is incorporate the comments that we get from the
	16	public, whether at these meetings, in the box here,
	17	the comment box; or comments that come in online or in
	18	the mail in response to reviewing the document, our
	19	draft report that's available online.
19:00:40	20	And our objective, as I said, is to finish
	21	this by the end of March. Comments are due by March
	22	15th. We have a couple of weeks after that to
	23	complete it.
	24	FRA, Federal Railroad Administration,
19:00:54	25	which has assisted in funding this project will be

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	1	reviewing the document. We've gotten some preliminary
	2	comments, we're expecting more, and we will try to
	3	respond to those and get those incorporated.
	4	And of course, then, the final step for
19:01:09	5	Nevada is to get the project to the state
	6	transportation board for approval, and then the plan
	7	becomes the adopted policy for the state, for rail
	8	improvements, passenger and freight. And it will be
	9	updated at a minimum every five years, so it can
19:01:28	10	reflect changes that occur in rail needs and potential
	11	projects.
	12	So March 15, you can email either to Mike
	13	McCarly who is here your comments, and there's
	14	the NVrailplan.com com, yeah. That is where the
19:01:52	15	plan is available, which you can go online and access
	16	it and take a look at what's there and offer us your
	17	comments. And with that, let's see what discussion or
	18	comments anyone has about the plan or the comments
	19	that we've presented tonight.
19:02:17	20	MR. ANDREOZZI: With these transportation
	21	corridors, is there any evaluation?
	22	We're talking about infrastructure and
	23	economic sustainability and economic diversification.
	24	Is there any discussion or thought regarding having
19:02:52	25	high-speed communication cables running through these

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	1	corridors, like you normally see, to provide that type
	2	of infrastructure, at least conduit for
	3	MR. McCARTHY: Certainly. I think that's
	4	something that needs to be part of the program. Our
19:03:08	5	focus has been on the rail, and basically we have
	6	taken proposals that third parties that other folks
	7	have presented to us.
	8	So the Western High Speed Rail Alliance
	9	has been focused a lot on the long-term high-speed
19:03:24	10	rail. So when we're talking about projects that are
	11	more than 20 years out; we're not down to
	12	site-specific details at this time. But certainly
	13	that is something that you want to take into
	14	consideration.
19:03:37	15	The way the DesertXpress is actually being
	16	accommodated is it's operating, it's developing its
	17	exclusive right of way or trackage within the
	18	550-foot-wide I-15 corridor that was BLM land set
	19	aside there. So it was providing that corridor that
19:04:04	20	allows that project to be built now or over the next
	21	few years. And so having those corridors and
	22	accommodating multiple activities in them is certainly
	23	something you want to be able to do, yes.
	24	MR. ANDREOZZI: And then maybe not so much
19:04:22	25	of an issue down south, as it could be in the northern

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	1	part. But we have open grazing laws, you know, and
	2	there's certainly a lot of the cattle that are struck
	3	by trains. Would there be any type of provisions or
	4	anything that you know, to keep that safe, as well?
19:04:37	5	Or I mean, that's a significant
	6	MR. McCARTHY: issue for our concern,
	7	yes.
	8	MR. ANDREOZZI: You know, or to fence it
	9	all off may not necessarily be practical either.
19:04:52	10	MR. McCARTHY: Yeah. I think that's
	11	something that certainly has to be addressed. As we
	12	identified the broadest terms of environmental
	13	evaluations, that's something that you're going to
	14	need to look at.
19:05:02	15	When you look at the existing Union
	16	Pacific trackage across northern Nevada, it functions
	17	for freight. It minimally accommodates Amtrak,
	18	conventional passenger rail. Union Pacific is saying
	19	it really doesn't have additional capacity for
19:05:23	20	passenger movements in that corridor without
	21	significant upgrade of sidings or double tracking, or
	22	whatever, at great expense, to keep the freight at the
	23	current level of service.
	24	When you're looking at a project that's 20
19:05:38	25	years out to do high-speed rail, you may be looking at

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	1	a totally new corridor. Maybe it's parallel to the
	2	Union Pacific for large stretches but then you may
	3	have new corridor or other activities. So all of
	4	those things certainly need to be evaluated as you get
19:05:56	5	into the studying of it.
	6	At this point, for example, the FRA study,
	7	the Southwest Regional Rail Study, is really looking
	8	at the big picture of the marketing. How big is the
	9	market in Las Vegas or Los Angeles or Phoenix? How
19:06:13	10	many people want to make that movement; how do we
	11	get what's warranted to move people; what level of
	12	service, how would you do it?
	13	And when they begin to define something
	14	that says it looks like this could be feasible, that
19:06:28	15	you'd have a demand for service between these
	16	locations, then you move to the next level and say,
	17	"Physically, how do we do that?"
	18	So we're pretty much at the beginning of
	19	that process and haven't gotten to some of the issues
19:06:43	20	that you're talking about, but it will need to be
	21	addressed.
	22	MR. ANDREOZZI: Thank you.
	23	MR. McCARTHY: Sure.
	24	Other thoughts or comments? Anything from
19:06:52	25	Ely?

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	1	MR. GLICK: I think we covered it all		
	2	before your presentation.		
	3	MR. McCARTHY: Okay.		
	4	MR. GLICK: Thank you very much.		
19:07:01	5	MR. McCARTHY: Sure.		
	6	Great. Well, we're going to hang around		
	7	until 6:30 and we can discuss anything one on one.		
	8	Thank you for coming.		
	9	MR. GLICK: Thanks for being here.		
19:07:11	10	(The hearing was concluded at 7:05 p.m.)		
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### 1 Reporter's Certificate State of Utah County of Salt Lake ) 3 I, Ariel Mumma, Certified Shorthand Reporter, Registered Professional Reporter, and Notary 5 Public for the State of Utah do hereby certify: 6 7 THAT the foregoing proceedings were taken before me at the time and place set forth herein; that the witness was duly sworn to tell the truth, the whole truth, and nothing but the truth; and that the 10 11 proceedings were taken down by me in shorthand and 12 thereafter transcribed into typewriting under my direction and supervision; 13 THAT the foregoing pages contain a true 14 and correct transcription of my said shorthand notes 15 16 so taken. 17 IN WITNESS WHEREOF, I have subscribed my name and affixed my seal this 1518 March 19 2012. 20 21 22 My commission expires May 14, 2014. 23 24 25

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# I. Stakeholder One-on-One Meeting Minutes



#### **Nevada State Rail Plan**

#### **Meeting Minutes**

Meeting Subject: Nevada State Rail Plan

**RTCSNV** Coordination Meeting

Time / Date: 10:00 AM / December 7, 2010

Location: RTCSNV

600 S. Grand Central Pkwy Las Vegas, NV 89521

Start: 10:05 am Finish: 11:20 am Day: Tuesday Date: December 7, 2010

<u>Name</u>	In-Person	On-Phone
Maria Rodriguez, RTC	X	
Jacob Snow, RTC	X	
Fred Ohene, RTC	X	
Polly Carolin, RTC	X	
Joe Pelter, NDOT	X	
Eric Click, NDOT	X	
Tony Letizia, NDOT	X	
Matthew Furedy, NDOT	X	
Alan Thomas, Jacobs	X	
Ken Lambert, Jacobs	X	
Angela Thens, Jacobs	Χ	
Darwin Desen, Jacobs		X
Mike Marler, Jacobs		X
John McCarthy, Jacobs		X

#### Agenda

- A) Introductions
- B) Discussion of State Rail Plan Goals, Objectives, Process and Schedule
- C) Discussion of RTCSNV Planning Efforts
  - 1. UPWP Projects:
    - a) Union Pacific Railroad Crossing Study
    - b) CNSST Project
    - c) I-15 Freight Transportation Corridor Study
    - d) I-15 Corridor Master Plan
    - e) Others?
- D) TAC Participation
- E) Coordination Action Items
- F) Adjournment

### **Nevada State Rail Plan**

# **Meeting Minutes**

Item No.	Description
1	Introductions were made of all participating.
2	<ul> <li>Ken Lambert provided an overview of the scope of work and schedule for the project. He distributed copies of the draft vision statement, draft stakeholder list, schedule, and synopses of upcoming RTC UPWP projects.</li> <li>The development of the state rail plan is scheduled for completion in 18 months from Notice to Proceed, which occurred on October 15, 2010.</li> <li>The scope of work follows the AASHTO Best Practices manual and PRIIA guidelines. Work includes defining the organization and decision-making process for NDOT, which must be defensible in order to obtain federal funding; holding TAC and public meetings; developing an interactive project website; compiling an inventory of all rail facilities along with commodity, safety, and other data; compiling all rail related studies in the state as well as comparable rail studies from other states; identifying projects as a result of a needs assessment; identifying funding opportunities for these projects; and developing an implementation strategy for planned projects.</li> <li>To date, the team has crafted mission and vision statements accompanied by goals and objectives for each goal. The team continues to develop the stakeholder and Technical Advisory Group lists. Additionally, the team has scheduled the first round of meetings: TAC meetings will be held in Las Vegas on January 25 and in Reno on January 26, and Public Meetings will be held in Las Vegas on February 28, in Reno on March 1, and in Elko on March 3. Furthermore, the team has started compiling studies and other related data.</li> </ul>
3	The team wishes to engage the RTC as both a stakeholder and as a member of the Technical Advisory Committee throughout the process, beginning with the sharing of recent and current rail related studies administered by the RTC, as well as any related discussions by the RTC with other stakeholders, i.e. Union Pacific Railroad.  Studies  Current and recent RTC studies include the UPRR Crossing Study (Draft Technical Memorandum), Los Angeles to Las Vegas Rail Corridor Improvement Feasibility Study, and an older study on freight movement, which has been archived.  Other related studies administered by the RTC are the UNLV Multi-Modal Transit Hub Feasibility Study and the Ivanpah Transit Options Study.  Copies of these studies are available for download from the RTC

#### Nevada State Rail Plan

- o In discussion of the ongoing UPRR rail crossing study, Polly Carolin mentioned the need for improvements for the crossings at Oakey and Charleston, as well as safety hazards around the high school located on Erie Avenue adjacent to the tracks, which serves developments on both sides of the track. A suggestion was made to rehabilitate a large flood crossing facility near Cactus Avenue to accommodate bike/pedestrian traffic under the railroad to mitigate the hazard. This proposal has been incorporated into the regional trails plan. She noted that the UP is being amicable in the process.
- Other discussions/involvement
  - O Polly Carolin has been involved with the MAGLEV project in varying capacities for several years. She mentioned that the Chinese have expressed interest in getting involved in the development of the project. Eric Glick mentioned that NDOT has a statement of work to do the EA for the project. The project remains alive.
  - o In RTC discussions with UP regarding passenger rail demand for Amtrak service, UP representatives stated the demand was not enough to meet Amtrak revenue or justify the cost to construct additional track and second tunnel through Donner Pass. However, in a meeting succeeding the discussion, the UP presented their plan for the construction of new track line and second tunnel through Donner Pass.
  - The UP does not have enough rail capacity to sustain the demand for passenger service from within the state to regional destinations such as Los Angeles, Phoenix, Salt Lake City; much less staging areas in the downtown Las Vegas area. The UP made a request to build long sidings, a trade off for Amtrak service. A proposed alternative for the staging area in downtown Las Vegas is to provide additional capacity staging capacity in non-urbanized areas north (North Las Vegas) and south (Arden) of downtown.
  - Past experience in dealing with the UP presents effective ways to gain their approval on projects, e.g. highlighting the benefits of proposed projects to UP.
- Jacob Snow stated that Tom Skancke is the contact person for the Western High Speed Rail Alliance for the stakeholder list and invitation for the TAC.
  - Polly Carolin is the primary contact for the RTC, and correspondence regarding the rail plan should be sent to her with copy to Maria Rodriquez and Brij Gulati.
- **5** Main contacts for the State Rail Plan are:
  - Matthew Furedy, NDOT, 775-888-7353, mfuredy@dot.state.nv.us
  - Ken Lambert, Jacobs, 702-938-5502, ken.lambert@jacobs.com

#### Action items:

#### **Nevada State Rail Plan**

1. Polly Carolin is looking into obtaining copy of the freight movement study from archives, and determining if the information therein is valuable (not outdated) to the planning effort.

#### **Attachments:**

Draft Mission/Vision Statements Draft Stakeholder List RTC UPWP Study Synopses State Rail Plan Schedule

#### **Nevada State Rail Plan**



#### Nevada State Rail Plan

#### Sign-in Sheet

Meeting Subject: Nevada State Rail Plan

RTCSNV Coordination Meeting

Time / Date: 10:00 AM / December 7, 2010

Location: RTCSNV

600 S. Grand Central Pkwy

Las Vegas, NV 89521

Call-In Number / Access Code: 866-365-4406 / 5672249#

Name	Firm	Phone	Email
Maria Kodrigue	RTC	676-1708	RODRIGUEZMONTESNV.COZ
FRED OHENE	RTZ	676-1725	Oherefortesny com
POLLY CAROLID	BTC	676-1721	CAROLINDA RICSNY. COM
Joet Pecner	NOOT	733-3301	spector & lot. State. NV.US
ERIC GLICK	NOOT	7758887464	EGLICK EDST. STATE. NV. US
Tony LEtizit	NDOT	702 730-3300	tratizing dof. state. NV. US
Mother Fra	NOOT	775-888-7353	infuredy adot. State. nr. us
Alanthona	Jecobs	3327990	alcuthoma ajacis.com
JACOB SHOW	RTC	676-1505	SNOW ERTCSHY. COM
KEN LANGERT	Theoests	(010-3912	KEN LANGERT @ DOLOGS LONG
Singula Thens	JACOBS	938-548-3	Angela. thense jacobs.com
Darwin Desen (Ph)	11	24-185-0145	darwin deren Cjacons com
Mike Marler (Ph)		214-920-8134	mike marter @ jacobs com
John McCarthy (Ph)	11	314-335-415	john.h. macarthy Ejacobscom
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#### **Meeting Minutes**

Meeting Subject: March 21 Meeting with Vic Crumley

Location: Jacobs Las Vegas Office

Start: 1:00pm Finish: 3:00pm Day: Monday Date: March 21, 2011

<u>Name</u>	In-Person
Vic Crumley – Public Utilities	X
Commission	
Matthew Furedy – NDOT	X
Eric Glick – NDOT	X
Ken Lambert – Jacobs	X
Angela Thens – Jacobs	X
Darwin Desen – Jacobs	X
John McCarthy – Jacobs	X

#### **Topics Discussed**

The meeting participants discussed the Nevada Railroad Map.

#### **Union Pacific Mainlines**

The UP mainlines across the northern part of the state include the Feather River Branch, which carries four trains a day for grain and coal, and the Donner Pass line west of Winnemucca. The Feather River Branch is the longer route, whereas the Donner Pass route has been upgraded with notches in the curved tunnel roof and lowering of the trackbed floor, permitting double-stack train cars to use it, saving two hours off a trip to Oakland, CA. Eighty percent of the trackage is single track. The BN operates a local Fernley Flyer on this trackage. Vic noted that the UP has talked about developing a transfer yard at Fernley. An intermodal facility has also been considered outside Elko. The mainline serves the TRI industrial park, advertised as the largest industrial park in the world. The UP operates one local train a day between Elko and Winnemucca, in addition to its through trains. Among the industries serviced are a Galconda heavy-duty plastic pipe facility, the cyanide industry, and a frozen potato factory. Service at Dunphy involves two trains a week to the three-year-old Newmont power plant. The Valmy power plant, located between two rail lines, gets a coal train every other day.





The UP mainline that crosses the southern tip of the state extends from Uvada at the Utah state line to Primm at the California state line.

#### **Branch Lines off the Northern Nevada Union Pacific Mainlines**

The UP rail mainlines cross northern Nevada from Utah to California. The following lines, shown on the FRA map, branch off these mainlines from east to west:

- A total of 100 miles of the Northern Nevada Railroad line to Ely is leased to S & S Short Line for two years, which Steve Flanders out of Farmington, UT, owns; he is a locomotive broker at Kansas City, owns hotels, etc. The lease was secured to store rail cars, when the railroads had a great surplus of cars to be stored. The northern end of this line includes 18 miles from the ghost town of Cobre on the north at the former junction with the Southern Pacific. This trackage is out of service, has not been used in 30-40 years, and is disconnected from the two mainlines that it once connected with, so it does not have any rail access. The next segment between Shafter at the former Western Pacific juncture and Ely is about 100 miles long, was originally built in 1907 for both passenger and freight rail operations, and has 60-lb rail; 40 miles of this trackage is in service. The McGill-to-Ruth segment is used to operate a 10-12-mile ghost train, which the City of Ely-owned Nevada Northern Railroad operates. The Ely operation includes two steam locomotives, a Kennecott mining roundhouse, and incorporates fireworks on its excursion runs. The Northern Nevada line includes only one S-curve. Vic considers this among the best opportunities for expanded excursion operations, which would also benefit mining. The Great Basin valley it serves includes small glaciers, the state's tallest mountain (Baker), interesting caves, and excellent trout fishing.
- The Oregon Short Line Railroad is not in service.
- The <u>Eureka & Palisade and the Nevada Central railroads</u> are former single-track narrow-gauge lines that are long out of service. The 86-mile-long Eureka & Palisade, which passes through open ranch land that may be federally owned, is among the most scenic of all the state's former rail lines.
- The five-mile-long line to <u>Empire</u> Gypsum off the Feather River Branch, which used to operate four-to-five trains a day, is shut down.
- A private individual purchased the line north of <u>Flanigan</u> off the Feather River Branch heading into California to abandon it.
- The <u>Eagle Salt Works Railroad</u> is not in service.
- The <u>Fallon and the Mica branches</u> (which are not shown on the FRA map) tie into the Donner Pass mainline at a point near US50 opposite the Clean Energy industrial park development south of the Eagle Salt Works Railroad. The 15.6-mile-long Fallon Branch does not carry any passengers; it carries no more than five placard haz mat cars over 10-mph "accepted track" (less than Class 1). The UP owns the Fallon Branch and operates on it two to three days a week; it serves two to three businesses at Silver Springs. The city of Fallon wanted to





move the businesses out toward the mainline because the old rail line goes through the middle of town; the economic downturn stopped this effort. The Mina Branch extends westward and southward on the north side of the Lahontan Reservoir tying into the Virginia and Truckee Railroad-labeled line north of Wabuska, which the UP owns, and continuing southward from Wobuska on trackage that the federal government owns along the east rather than the west side of Walker Lake terminating at the Hawthorne Army Depot (no trackage exists south of this point). Service is provided to the power plant located two-to-three miles from the Wabuska crossing. Bomb and other classified shipments are made irregularly on the single-track federal-government-owned line extending to the military facilities at Hawthorne, often at night.

 The <u>Virginia & Truckee Railroad</u> is operated as a passenger excursion railroad, extending 2.5 miles between Virginia City and Gold Hill with another 18 miles that the Nevada Commission for the Reconstruction of the V&T Railway is working to develop between Gold Hill and Mound House (dump), plus another six miles programmed to extend to a permanent depot.

#### **Branch Lines off the Southern Nevada Union Pacific Mainline**

The UP mainline that crosses the southern tip of the state extends from Uvada at the Utah state line to Primm at the California state line. The Caliente-to-Panaca line does not exist any longer; UP owns only a short distance north of Caliente. The mainline segment between Caliente and Uvada is very scenic. The following lines branch off this southern UP mainline in east-to-west order:

- The 17-mile-long <u>Mead Lake Branch</u> has jointed rail and is owned and operated by the UP, which makes two to three round trips per week between Moapa and Lake Mead serving Simplot Cement. 90 to 100-car trains serve the power plant every other day.
- The only private railroad operating in Nevada (UP cannot operate on it for it to be defined as private) is a single-track 16-to-18-mile-long line, which connects with the UP and serves a gypsum/wallboard plant in the Apex to north of Lake Mead area
- The <u>BMI Branch</u> between Las Vegas and Henderson (which is not shown on the FRA map) includes 10.8 miles that the UP owns to Boulder Juncture. The next eight miles are owned and maintained by the city of Henderson up to a point just above College Drive. Rob Herr, was identified as a city of Henderson contact. The breakpoint between UP and Henderson ownership occurs under Route 215. The UP operates up to the railroad pass at Route 95 into Boulder City, which is owned by the state. Route 93 cuts off this state-owned piece. The RTC of Southern Nevada has proposed operating commuter rail on the BMI Branch, and the meeting participants discussed the potential for operating a dinner train between Las Vegas and Henderson.





#### **Proposed Rail Lines**

The following are proposed rail lines in Nevada:

- Three alternatives were considered for accessing Yucca Mountain as a nuclear storage site: from Caliente westward, from Hawthorne southward, and from Death Valley eastward. Vic stated that the studies ended up with the Caliente connection, which was also intended to provide access to other rail users along the alignment. Ken Lambert provided the attached alignment for the proposed Caliente route. The project is not active at this time, but could be reinstated at some point in the future.
- The BMI commuter rail service noted above.
- DesertXpress in the I-15 corridor from Las Vegas to the state line and into California to Victorville.
- The proposed California-Nevada Super Speed Train Commission Mag-Lev line from Las Vegas to the state line at Primm and into California to Anaheim.

#### Miscellaneous Items of Interest

- Nevada defines a railroad "crossing" as occurring at, under, or over a roadway.
- Non-insular is a federal classification for crossings that are not connected to public crossings.
- Lines proposed for abandonment are assigned an FRA code number.
- Vic's office typically enlists Lori Campbell's NDOT Railroad Safety/Traffic Division to evaluate new or modified rail line crossings to confirm that the crossing/modification meets MUTCD standards. Both offices may be involved in field inspection of the crossings under consideration.
- NDOT had a hard copy map showing the state's rail lines, which might be secured to assist in developing an updated map (reference former NDOT employee Anita Foch-sp?).
- [The map presented by the UP's Daniel Harbeke at the State Transportation Conference on March 23 will be included in the conference proceedings and may be useful in clearly identifying the UP mainlines.]





#### **Meeting Minutes**

Meeting Subject: April 12 Meeting with Las Vegas

Monorail Representatives

Location: Jacobs Las Vegas Office

Start: 1:30pm Finish: 3:00pm Day: Tuesday Date: April 12, 2011

<u>Name</u>	In-Person	On-Phone
Curtis Myles, Monorail President and CEO	Χ	
Ingrid Reisman, Monorail VP, Corporate Communications	X	
Matthew Furedy – NDOT	X	
Eric Glick – NDOT		X
Mike McCarley – Jacobs	X	
Steve Oxoby – Jacobs	X	
Angela Thens – Jacobs	X	
Darwin Desen – Jacobs	Χ	
John McCarthy – Jacobs	X	

#### **Topics Discussed**

The meeting participants introduced themselves, with the project personnel identifying their roles on the project. The project personnel reviewed the state rail plan assignment, noting that the plan will prioritize short and longer-term passenger and freight rail projects in Nevada, but it will not prioritize Nevada transit rail projects, such as the Las Vegas Monorail. The interest to discuss the Las Vegas Monorail project is to address potential intermodal interface with proposed passenger rail options.

Curtis Myles discussed the current status of the Las Vegas Monorail.

An estimated 80-85 percent of the monorail's trips are for leisure purposes on the 3.9-mile-long existing line, which takes 14.5 minutes to ride end-to-end, averages 37 mph with 40-second station dwell times, and uses a fleet of nine four-car consists.

As a private company, the monorail company's cost to operate must be covered by revenues where profits are based on operating efficiency dictated by competitors and the cost of electricity. Competition includes taxis, duce buses on the Strip, walking (pedestrians), and limos/private cars, given that most hotel shuttles have gone away. Las Vegas reportedly generates 70 percent of the revenue in the state, where tourists offer great potential. An estimated 86-87 percent of Las Vegas visitors arrive by air (and only a small percentage stay downtown). More cabs connect McCarron Airport with the Strip than connect both Kennedy and LaGuardia airports with Manhattan.





While the airport extension will significantly increase ridership, the monorail company is not interested in handling all of the trips; many will still want to use the cabs, limos, and rental cars.





#### **Meeting Minutes**

Meeting Subject: April 12 Meeting with DesertXpress COO

Location: Jacobs Las Vegas Office

Start: 3:30pm Finish: 5:00pm Day: Tuesday Date: April 12, 2011

<u>Name</u>	In-Person	On-Phone
Andrew Mack, DesertXpress	X	
Chief Financial Officer (COO)		
Matthew Furedy – NDOT	X	
Eric Glick – NDOT		X
Mike McCarley – Jacobs	X	
Steve Oxoby – Jacobs	X	
Angela Thens – Jacobs	X	
Darwin Desen – Jacobs	X	
John McCarthy – Jacobs	Χ	

#### **Topics Discussed**

The meeting participants introduced themselves, with the project personnel identifying their roles on the project. The project personnel reviewed the state rail plan assignment, noting that the plan is intended to prioritize short and longer-term passenger and freight rail projects in Nevada. Andrew Mack was invited to participate on the project's Technical Advisory Committee; and he would like to get the DesertXpress (DX) project prioritized in the state rail plan to assist with funding (federal loan applications, not grant money). (Tony Marnell is Chairman of DX, a privately-held company, which contracts for services.)

DX has coordinated with NDOT and Caltrans on I-15 so that, for example, future interchanges address DX, which all parties agree should be constructed to one side rather than down the median of I-15. DX has also coordinated with the I-15 Mobility Alliance, and with Dennis Bell, Mobility Coalition and Dan Anderson, CH2MHill.

The DX project had an FRA EIS in 2006 and a Supplement was prepared in October 2010. DX now has an approved project-specified EIS, which does not entail any residential displacements in the approximately-200-mile project length from Victorville, CA to Las Vegas. The document identifies two Las Vegas station options: a south station at Hacienda and Russell and a Central B station south of Flamingo. Hotel shuttles, taxis, RTC bus, and rental car connections will interface at whichever station is selected; and ultimately a monorail connection may be made. DX will divert autos in Las Vegas whose riders would otherwise have driven on I-15 from California.





Discussions with Caltrans have considered transit interface in Victorville; however, Los Angeles only gets about five-percent auto diversion to transit. A future rail connection between Victorville and Palmdale could tie DX directly to the California high speed rail.

The DX line is a stand-alone project that will not share trackage with freight operations, unlike Amtrak, which has delays in its operations as a result of sharing trackage with the freight trains. Victorville was chosen as the southern California terminus because all the southern California freeways funnel into Victorville at I-15 in advance of the leg to Las Vegas. The Disneyland model will be used for the 15,000 parking spaces to be provided at Victorville, which will include a valet parking option. Extending the line west of the Cajon Pass would require significant right-of-way and displacements because the I-15 right-of-way is narrower and numerous interchanges would need to be negotiated in the populated parts of southern California. Similarly, additional stations on such a westward extension would not be compatible with high speed rail operations.

The DX project will operate 150-mph diesel-electric or fully-electric service, which can comply with existing FRA track-class service requirements, unlike a 200-mph service which does not have an approved US technology and for which FRA does not have any standards, thus requiring an FRA waiver for crash-worthiness. FRA's Rail Safety Advisory Committee is currently pursuing 220-mph standards. Also, the added speed, which would have higher energy costs, would only provide travel time savings of about five to six minutes in the one-hour 20-minute operation.

EMU train sets will be used because they will provide redundancy for DX operations where two grades occur on the alignment. Radius curves of 8,000 ft will be incorporated into the design, which will eliminate the need for tilt-train technology. Four candidates could supply the equipment: Siemens; Bombardier; Alstom; or GE with China. Trackage will be standard gauge to be able to accommodate California high speed rail equipment with a Palmdale connection; the E-220 joint powers authority freeway corridor between Victorville and Palmdale could include a high speed rail reservation. The exact width of the train cars has yet to be set. Three substations will be used to power the line. Diesel generators can regenerate power back into the line.

Project costs are estimated at around \$6 billion. The project is estimated to generate about 80,000 jobs, about half of which will be primary jobs and about half secondary jobs, which will help Nevada's 14-percent and California's 12-percent unemployment. A Railroad Rehabilitation Improvement Financing (RRIF, a 2002 federal program) loan is programmed to finance the project; the loan will be paid back. This federal loan program only requires NEPA clearance with state and local support, but it does not require that a project be included in the State Transportation Improvement Plan (STIP), nor does it have a buy-America clause. The EIS projects 5,000,000 persons will ride the DX train at a \$100 roundtrip, generating sufficient revenue to cover operating expenses, debt service, and return on investment. DX has an investment-grade ridership study underway.





DesertXpress anticipates being in service in 2016, based on: securing a ROD; allowing eight months for financing using the federal loan; three years for design/build on six project segments, including Segment 4C, which has tunnels; and one year for testing and commissioning.





#### **Telecon Interview**

Interview Subject: April 25 Telecon Discussion with Paul Dyson,

President, Rail Passenger Association of

California & Nevada (RailPAC)

Location: Via telephone

**Start:** 10:00 am **Finish:** 10:30 am **Day:** Monday **Date:** April 25, 2011

<u>Name</u>	On-Phone
Paul Dyson, President, RailPAC	X
Angela Thens – Jacobs	X
Mike McCarley – Jacobs	X
John McCarthy – Jacobs	Χ

#### **Topics Discussed**

The consultant introduced the Jacobs personnel and explained our company's role in preparing a state rail plan for Nevada. Paul Dyson stated that RailPAC is a non-profit 501(c)3 organization, founded in 1977 and based in California with some 1,200 members, about 55 to 60 of whom are from Nevada. It is affiliated with multiple organizations, including the National Association of Railroad Passengers (NARP); most RailPAC members belong to both organizations. RailPAC is focused on improving existing intercity passenger rail service; it does not get involved in rail transit service. The organization maintains a website; issues a weekly email and a monthly newsletter; and it holds an annual meeting (at which, for example, they have had Tom Stone of DesertXpress speak along with a presentation on the Pullman Palace Car). RailPAC leadership is active in multiple rail agencies, such as holding a Caltrain Board membership, and the leadership builds these relationships to advance the group's agenda.

RailPAC is focused on implementable steps and does not favor large, expensive projects that may not be achieved any time soon. The group is interested in value for the public money invested. Thus, the group does not feel that Mag-Lev warrants RailPAC support; the group considers this proposal a "dead issue." The group has felt that California high speed rail is too ambitious and would rather see measures taken to improve existing passenger rail service. With respect to DesertXpress, the group wishes the project well; but Paul, even as a rail advocate, does not feel that he would ride it on his regular trips to Las Vegas because by he has already gotten through the worst of the trip by the time he reaches Victorville. He said that he considers Victorville an incremental placeholder for construction of a line in the proposed desert highway from Victorville to Palmdale where a multimodal hub could be developed with Metrolink





tracks, which can provide rail service, and where a connection can be made to the proposed California high speed rail line and a proposed international airport (relieving LAX airport).

He commented that existing intercity passenger rail has enjoyed single-digit percentage increases in ridership even with stiff fare increases. He said that passenger rail service that is not punctual, which may often be caused by heavy freight traffic, does adversely affect ridership. He noted that the Los Angeles to Santa Barbara/San Luis Obispo corridor simply does not have enough capacity for both the MetroLink and Amtrak service now being provided.

He views California as the biggest part of the passenger rail market on the West Coast, and he noted the split between the northern and the southern parts of the state with respect to intercity passenger rail. He said that the northern area could benefit from limited service or capacity increases, but not significant changes. DesertXpress, by comparison, might be the best opportunity for the southern area, where potential riders from Bakersfield and Fresno could be drawn to the service.

He stated that the desired extension of the Capitol Corridor to Reno on the Union Pacific-owned trackage would cost \$750-900 million, based on Union Pacific estimates, which is not cost effective for one additional train a day. He said that he would expect similar track upgrade costs associated with adding Salt Lake City service to Portland or restoring the Sunset Limited between Los Angeles through Las Vegas to Texas. He would like to support another train per day on the Reno to Sacramento line, which serves smaller communities like Elko. However, he said that a more cost-effective investment would involve adding additional cars on Amtrak's California Zephyr service through Nevada.





#### **Meeting Minutes**

Meeting Subject: Dave Brough and Passenger Rail

Technology

Location: Conference Call

Start: 9:00am Finish: 9:30am Day: Tuesday Date: April 26, 2011

<u>Name</u>	<u>Phone</u>
Dave Brough	X
Mike McCarley – Jacobs	X
Angela Thens – Jacobs	Χ

#### **Topics Discussed**

The discussion began with an introduction of participants on the call, the role of Jacobs Engineering on the State Rail Plan, and our relationship with NDOT on the project. We mentioned the progress we've made to date, emphasizing our stakeholder outreach and conducting one-on-ones. We also emphasized the fact that the purpose of the plan is not to identify and support one technology over the others, but rather to identify and prioritize a list of projects for freight and passenger rail, as well as a short- and long-term implementation plan.

Dave Brough (Salt Lake City) is working with Ben Missler (Seattle) to redefine mass transit with American technology. Ben Missler is the founder and CEO of Mass Tram America (<a href="www.masstramamerica.com">www.masstramamerica.com</a>) and a former electronics specialist at Boeing. Ben is the mastermind behind the cost effective concept of reusing decommissioned Boeing airplanes as passenger rail cars. Dave is focusing on utilizing this technology in the Los Angeles-Las Vegas corridor, not only getting people to Las Vegas from Southern California, but also around Las Vegas during their visit. The technology for the long distance, high speed train is based on repurposing Boeing plane fuselages into Sky Tram cars. The elevated train can be powered by a combination of wind and solar energy, and run anywhere between 100 and 250 miles per hour. For shorter distances within Las Vegas, passengers can be transported in smaller cars (smaller fuselages) around town, or possibly with personal automated transit (PAT) or personal rapid transit (PRT) cars (i.e., sky trams, MISTER, and Cabintaxi), that leave stations in 30-second intervals.

Although no preliminary environmental or feasibility studies have been conducted for any corridor, it is anticipated that the footprint on the environment is minimal with the elevated track system approximately 100 feet off the ground, and towers to support the system erected every 1000 feet. Passenger projections for the Los Angeles to Las





Vegas trains mirror that of studies provided by the RTC of Southern Nevada, CA/NV MAGLEV, and DesertXpress.

Both Dave and Ben are actively seeking funding, but no investors have been secured to date. Their next step is to reach out to the public for support and acceptance of the technology in the hopes to raise funds for further development.





#### **Telecon Interview**

Interview Subject: May 2 Telecon Discussion with Jonathan Hutchison,

Amtrak West Government Affairs Director

Location: Via telephone

Start: 3:00 pm Finish: 4:00 pm Day: Monday Date: May 2, 2011

<u>Name</u>	On-Phone
Jonathan Hutchison, Amtrak	X
Senior Director, Corridor Development - West	
Matt Furedy – NDOT	X
Mike McCarley – Jacobs	X
Angela Thens – Jacobs	X
Andrew Ittigson – Jacobs	X
John McCarthy – Jacobs	X

#### **Topics Discussed**

The consultant introduced the NDOT and Jacobs personnel and briefly discussed the purpose for preparing a Nevada state rail plan, which Jonathan said that he was familiar with. Jonathan referenced on-line Amtrak data sources (Amtrak.com), including the national Amtrak plan to replace its fleet (comprehensive business plan); state fact sheets (Inside Amtrak; Amtrak Difference; right-hand side); and Amtrak's report to Congress on the California Zephyr (reports & documents; PRIIA submittals; second listing). The fleet plan is designed to provide for a consistent, sustainable annual purchase plan of new intercity equipment that would allow an American manufacturer to build this equipment. The California Zephyr report was developed as provided for in PRIIA, which calls for reviewing the five worst-performing trains, eventually reviewing all of the long-distance lines. The telecon discussion focused on the existing California Zephyr service and the former Desert Wind service.

#### California Zephyr

Jonathan acknowledged that the California Zephyr stops, which occur once a day in each direction in Winnemucca and Elko, come at unattractive times in those communities, which results from the long distance service being provided over the full train length between Chicago and the Bay area. He agreed in response to a question that these two station facilities could be improved; for example, these stations could benefit from improved lighting, ADA compliance, intermodal connections, platforms, and measures to achieve a good state-of-repair. He said that the Bay area to Reno service, which involves higher ridership occurs at attractive times of the day and that the terminal in Reno is OK.





Jonathan stated the process for adding stops to the California Zephyr, such as at Lovelock, Wells, or West Wendover as the consultant suggested, requires a community or state request, which then triggers Amtrak and the host railroad's evaluation to determine if the change makes economic sense. Amtrak will consider the revenue and operating costs of the additional stop; and the host railroad, the UP in this case, will evaluate what are the effects on its throughput and what additional capital costs may be required, for example, for a siding, signal upgrades, or a grade crossing to maintain its existing freight service level. Jonathan noted that service at Sparks was dropped a couple of years ago because of operating problems inside UP's intermodal yard off the mainline and because of the deteriorated physical condition of the terminal, which neither the city nor the state were willing to pay to rebuild at a new, more suitable location.

Jonathan stated that while California and Illinois pay Amtrak to operate service for short distances on the California Zephyr alignment, the California Zephyr is a 750-mile-plus long-distance train service. It is budgeted and operated nationally, and changes, such as adding equipment or service runs, must be addressed nationally rather than within the boundaries of one state. Jonathan stated that additional sleeping cars would be beneficial to have on the California Zephyr line.

#### **Desert Wind**

The Desert Wind service, which was discontinued in 1997, operated one train in each direction between Chicago and Los Angeles, connecting Nevada with stops in Las Vegas and Caliente to both Los Angeles and to Salt Lake City, as well as additional points to the east. Jonathan said that restoring this service would benefit ridership on the California Zephyr. He said that the service would need to be restored from end-to-end, accommodating single-seat service, rather than for a segment, which would take a coordinated multi-state Congressional effort to fund both the capital and operating requirements that Congress has historically been reluctant to approve. The costs would include paying for the infrastructure improvements determined from a capacity analysis, paying for additional equipment for Amtrak to operate the service, and increasing Amtrak's actual appropriations (not just authorizations) to cover the increased operating losses resulting from the operation.

#### Other Items of Discussion

Jonathan requested that the Nevada state rail plan set a vision for long-term intercity passenger rail so that Amtrak can fit into an established framework. He recommended that the state develop a long-term tiered vision, suggesting that an incremental approach with smaller steps involving city pairs providing more frequent and more reliable service may be the more feasible way to transition into high speed rail.

Jonathan noted that Amtrak operates thruway buses providing an alternate mode augmenting service and that these should also be addressed in the state rail plan.





Jonathan recommended that we contact David Kutrosky, Managing Director of the Capitol Corridor Joint Powers Authority (CCJPA—510-464-6993), which is separate from Caltrans. Amtrak operates service for CCJPA, and more service may be provided between western Nevada and the Bay area.

Jonathan noted that freight traffic changes will occur after the Panama Canal is upgraded and that the challenge will be to properly operate and invest in the nation's rail and highway infrastructure to stay current with these changes. He said that the majority of delays in Amtrak service, such as on the California Zephyr, are caused by conditions, such as freight conflicts and speed restrictions, which are beyond Amtrak's control.





#### **Meeting Minutes**

Meeting Subject: May 2 Meeting with Chris Bigoness, BNSF Location: BNSF; 2500 Lou Menk Drive; Fort Worth, TX

**Start:** 11:00am **Finish:** 12:00pm **Day:** Monday **Date:** May 2, 2011

<u>Name</u>	In-Person	On-Phone
Chris Bigoness BNSF	Χ	
Darwin Desen – Jacobs	Χ	
Andrew Ittigson – Jacobs	Χ	
Mathew Furedy – NDOT		X
Mike McCarley – Jacobs		X
Angela Thens – Jacobs		X
John McCarthy - Jacobs		X

#### **Topics Discussed**

Darwin Desen opened the meeting introducing the project participants and their roles on the project. He referenced the TAC materials he had furnished to Chris Bigoness in advance of the session and he discussed the purpose of the state rail plan, which will identify projects and be updated every five years at a minimum. Chris was invited to participate in person in the next TAC meeting, which will be held in the fall in Nevada with all the participants gathered around the table to discuss issues and identify opportunities for projects.

Chris inquired if the impetus for the Nevada state rail plan was PRIIA and the potential for passenger rail funding. While PRIIA was acknowledged as the initial impetus, Matt noted that Nevada is interested to understand where the DOT fits in and which projects should be prioritized.

Chris inquired if Nevada has a revolving fund for rail projects; the meeting participants were not aware of such a fund for rail in Nevada, which could be a constitutional question, but agreed that funding for rail projects will be addressed as part of the state rail plan.

Chris stated that the BNSF is especially interested to make shippers aware that they have the competitive option to use the BNSF in Nevada as a result of the STB's ruling on the UP + SP merger in 1995, which requires the UP to let in another Class I railroad wherever 2 to 1 service changes resulted from the merger. Chris will furnish the project a detailed map showing the extent of UP lines (Overland Route and Reno intermodal yard) on which the UP is required to accommodate BNSF operating rights as a result of





the STB ruling. Chris noted that this ruling was particularly significant in Nevada and Utah, where the BNSF did not operate historically. He said that BNSF is capacity-driven in deciding on expansion projects. BNSF does not have any yards in Nevada but has the rights to operate at one UP facility in Nevada, and would need to carefully research the need internally before approaching UP about accessing such a facility. BNSF does not have significant operations in any other adjoining state other than Utah that might influence Nevada rail operations. BNSF interchanges with a shortline in Utah.

Chris will furnish information on shipments and car loads originating in and delivered to Nevada. He noted that BNSF has experienced steady growth in Nevada over the past 15 years, but handles fewer than 2,000 carloads coming out of Nevada, primarily clay and aggregate and that the railroad brings several thousand carloads in, including primarily petroleum and paper and lesser amounts of fertilizers, chemicals, steel, and manufactured goods. He specifically referenced Fernley, Jay Hawk, and Patrick.

Chris will also furnish a list of names of trucking (freight movers) companies that could provide input from the trucking industry in Nevada.

Chris also reference CURE (www.railcure.org), Consumers United for Rail Equality, as an advocacy group seeking to re-regulate the rail industry, noting that it has funding from some large shippers.





#### **Meeting Minutes**

Meeting Subject: May 5 Meeting with Tom Skancke, Executive Director

Western High Speed Rail Alliance

Location: 319 E. Warm Springs Road, Suite 200; Las Vegas, NV

Start: 1:30 am Finish: 2:30 pm Day: Thursday Date: May 5, 2011

<u>Name</u>	In-Person	On-Phone
Tom Skancke, Western High Speed Rail	X	
Dennis Taylor, NDOT	X	
Mike McCarley – Jacobs	X	
Angela Thens – Jacobs	X	
Eric Glick – NDOT		X
Matt Furedy – NDOT		X
John McCarthy – Jacobs		X

#### **Topics Discussed**

The consultant introduced the NDOT and Jacobs personnel and discussed the purpose for preparing a Nevada state rail plan, which will be completed in March 2012. The objective is to update the 1996 state rail plan; periodic updates will then be made in subsequent years. We are in the data collection phase seeking input from many stakeholders to define the highest and best uses for rail in Nevada. We have a TAC, which Tom Skancke is on, and a website; we are also surveying multiple groups and individuals. The survey has been on-line for about one and half months and will probably be available through the fall, so that the public may also access it there. We have received about 25-30 responses so far; we will be following up with phone calls to those who have yet to respond.

Tom and Jacob Snow, RTC Southern Nevada, began the Alliance by bringing together five MPOs/transit agencies, including UTA in Salt Lake City, and engaging NDOT. Tom stated that the \$8 billion ARRA funding was published with a 30-yr-old map that needs updating. The Alliance is interested to address the first and last 25 miles on high speed rail lines, which is where the European high speed rail made mistakes. The initial European lines did not accommodate adequate ticketing; did not provide for future expansion of lines in cities such as Paris, Madrid, and Amsterdam; did not provide enough room for luggage and kiosks; and did not provide for adequate retail to address the volumes of users in the changing marketplace. He is concerned that Mag-Lev and DesertXpress plans do not adequately address these issues and provide for sufficient multimodal connectivity at their proposed stations. He cited the Charlotte airport, with its intermodal connections between its parallel runways, as a unique and excellent





example of how connectivity should be addressed. He said that the international traveler coming to LAX or McCarran airports is not well suited to getting into a rental car and that we need to provide intermodal connections for them that are not scattered throughout the community.

Tom said that the Alliance has secured a \$1 million planning grant, which FRA will apply to a study of high speed rail issues. A short-term focus of the FRA study will be to investigate rights-of-way, property ownership (some 96-percent of which is in federal agency control), and preliminary ridership.

Tom indicated that the Alliance's initial priority is to focus on high speed rail connecting Phoenix to Los Angeles, Los Angeles to Las Vegas, and Las Vegas to Phoenix, a "golden triangle" where the greatest growth is occurring in the southwest. Long term, the Alliance would like to see a high speed rail line linking San Francisco to Reno, to Salt Lake City, and to Denver. He acknowledged that the existing UP track between Sacramento and Reno has problems; the UP has said definitely no; the Donner Pass is very difficult to negotiate at high speed; and the I-80 corridor has environmental issues. A lower plateau crossing, perhaps through Truckee, might be an alternative. Tom has an upcoming meeting with Lee Gibson, Washoe County RTC, and Amtrak to discuss moving one million people and related issues associated with the 2022 Tahoe Olympics bid. Sacramento and Salt Lake City might provide overflow facilities, which would increase the need for intercity passenger rail connections.

Tom said that safety issues associated with operating adjacent to a highway and preserving the integrity of NDOT's right-of-way are among the issues that need to be addressed in developing a high speed rail line in existing or joint corridors. On the positive side, he noted that unlike the Northeast Corridor, the Nevada area does not have pre-existing conditions complicating high speed rail development. However, he acknowledged that politics will definitely play a role in any project that does advance. He noted that taxis control a lot of the passenger movement and present an obstacle to overcome in realizing more multimodal airport transfer solutions. He also referenced the 40,000-acre Douglas Ranch development west of the White Tank Mountains as having specific issues with setting aside rights-of-way for an ADOT highway with the interchanges that the development wants, as well as passenger and freight rail corridors that need to be included.

He stated that ridership, which varies between peak and non-peak, should not be the primary policy measure for high speed rail. He suggested that other measures should be considered, such as, safety, quality of ride and stations, on-time performance delivery, interoperability, connectivity to other modes, and cost-benefit.

Tom said that the public and the policymakers need to be educated about why high speed rail needs to happen. With a \$22 trillion economy in 2030, high speed freight will be necessary. China is moving freight by rail at 150-160 mph. He also suggested that





a policy needs to be developed for grade separations that will be needed for high-speed freight operations.

He said that the state rail plans will be important for future federal funding for western states, which he anticipates will be included in the FY2012 budget. The state rail plans can set specifications for each state, which he said will retain a significant role in high speed rail.

He referenced the Alliance's website, whsra.com, which includes a system map with proposed improvements for multiple communities, including Sacramento and Albuquerque. The Alliance is interested to set the vision and policy for the multi-state region to be ready to respond to FRA.





#### **Meeting Minutes**

Meeting Subject: Tahoe Reno Industrial Center Tour

Date: Tuesday, May 10, 2011

Time: 10:00 AM

Location: 8600 Technology Way

Reno, NV 89521

<u>Name</u>	In-Person
Vince Griffith – TRIC	X
Eric Glick – NDOT	Χ
Matthew Furedy – NDOT	Χ
Mike McCarley- Jacobs	Χ
Steve Oxoby – Jacobs	X

#### **Topics Discussed**

Vince Griffith is the civil engineer for the Tahoe Reno Industrial Center. He first discussed the facility with us in his office and then gave us a tour afterwards.

The Tahoe Reno Industrial Center is a 107,000 acre park that contains 30,000 acres developable as an industrial complex. All the industrial and manufacturing sites have been approved by Storey County. They can accommodate companies that require from 20 to over 1000 acre sites. They have more than 5 miles or track at this time. If needed, they can create a one way loop to service their complete facility. TRIC has its own water and sewage treatment facilities. All sites are serviced by high pressure gas. The have five generating plants on site for electricity, however, NVE has frowned upon this ability. They already have tenants such as Alcoa, Wal-mart and Hardie Building Products to name a few. TRIC sells the individual properties outright to each user.

BNSF and UPRR share their trackage. So far BNSF has been servicing the individual sites. TRIC has the ability to bring cars from the siding to the properties with retired UP personnel, but until the center develops further it is not economical.

They would need assistance in developing the multi modal aspects of their facility.

UPRR is not interested in assisting because of their new large facility near Sacramento.

Vince Griffith expressed that their may be an interest in a passenger train from Reno to Fernley which would bring workers to two of the largest industrial complexes along I-80.

NDOT is advancing a 30% design and NEPA study to extend USA Parkway from the end of the paved section near the south end of the facility to US-50 which would





complete a direct link from I-80 to US-50. NDOT has committed to maintaining the facility from I-80 to US-50.





#### Telecon Interview

Interview Subject: May 23 Telecon Discussion with David Kutrosky,

Managing Director of the Capitol Corridor Joint

Powers Authority (CCJPA)

Location: Via telephone

Start: 2:00 pm Finish: 2:30 pm Day: Monday Date: May 23, 2011

Name	On-Phone
David Kutrosky – CCJPA	X
Matt Furedy – NDOT	X
Jason VanHavel – NDOT	X
Eric Glick – NDOT	X
Mike McCarley – Jacobs	X
Angela Thens – Jacobs	Χ
Darwin Desen – Jacobs	Χ
Andrew Ittigson – Jacobs	X
John McCarthy - Jacobs	X

#### **Topics Discussed**

The participants introduced themselves; and the NDOT/Jacobs personnel indicated that the purpose for the call was to gather information for the Nevada state rail plan and that Amtrak's Jonathan Hutchison recommended that we contact David Kutrosky, who is the Managing Director of the Capitol Corridor Joint Powers Authority (CCJPA—510-464-6993). David Kutrosky noted that he had recently participated in the AASHTO leadership session in Clark County (Las Vegas), Nevada. David described his agency's legislative structure and funding and then described the services the CCJPA provides.

The California Legislature decided to take intercity passenger rail service to the local, regional level and established and passed legislation in 1996 that allowed for the formation of the CCJPA in 1995-96. California funds CCJPA operations from diesel fuel sales taxes. Proposition 22 (a state initiative) passed in Nov. 2010 by 70 percent of California voters and protects these dedicated diesel sales tax funds for the purpose of state financial support to transit and intercity passenger trains. CCJPA has a 16-member Board and currently has 16 staff positions. CCJPA added and pays for 7 additional staff to the BART's call center, whose staff are cross-trained to answer either BART or CCJPA questions; CCJPA formerly used Amtrak for this service.

CCJPA contracts with Amtrak to provide 32 weekday and 22 weekend trains between Oakland and Sacramento parallel to congested I-80, with 14 trains to/from San Jose





and 2 daily trains to/from Auburn. The CCJPA provides the service using captive California equipment between 4:30 am and 10:30 pm with 30-90-minute turnaround. CCJPA pays UPRR, who maintains the flat stretch of track on the Auburn-Sacramento-San Jose line to Class 5, a standard that allows for 90-mph operating speed on stright tangent track. The maximum speed rightnow for Capitol Corridor is 79 mph. The max speed through the curves along the East Bay between Richmond and Martinez is 44 mph. CCJPA would need tilt-train technology to operate at higher speeds along this stretch of railroad.

CCJPA has completed an FRA Draft Program EA to increase the number of Oakland-San Jose trains to 22 with UP track improvements; and the agency is pursuing a two-year-long EIR/EIS and preliminary engineering study to add a third track to permit operating 20 trains a day between Sacramento and Roseville.

CCJPA operates three buses a day from Sacramento/Auburn east on I-80, which achieve 70-80-percent farebox recovery. These buses stop in Colfax and Truckee, California, and then in Nevada, at Sparks (the Nugget) and at the Reno train station. All bus passengers must connect with CCJPA rail service, as a result of a Greyhound competition decision, unless Greyhound does not provide service in that corridor, which occurs in one corridor where Greyhound abandoned service between Sacramento and South Lake Tahoe.

CCJPA pursued a feasibility analysis six-to-seven years ago to provide passenger rail service between Auburn and Reno. The UP Donner Pass line has some double track stretches. In a the study for extending Capitol Corridor trains over Donner Pass to Reno, two impediments were determined (1) extensive track capacity requirements over the Donner Pass and (2) the lack of available capacity to pass UPRR trains that operate at a maximum speed of 25 mph in the slow stretches of trackage.

The UP determined that the only way such service could be accommodated would be with separate infrastructure in separate right-of-way, which the CCJPA obviously has not pursued.

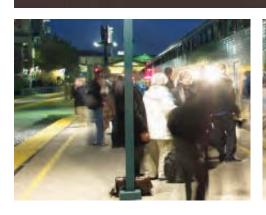
CCJPA provides a number of intermodal transit transfers. CCJPA sells a \$10 BART ticket on the Auburn-San Jose café car for \$8, the best price anywhere. CCJPA also provides a two-part coupon including, the return trip, which is coordinated with local transit agencies; and the agency coordinates with the California Zephyr.

Monterey County has asked the CCJPA to assist in providing rail service to Salinas, which the CCJPA is cooperating on, but the agency will not take the lead because doing so would be incompatible with its Board's direction.

David agreed to furnish bus ridership numbers involving passengers in and out of Nevada in response to a specific email request.



# Capitol Corridor 2010 PERFORMANCE REPORT



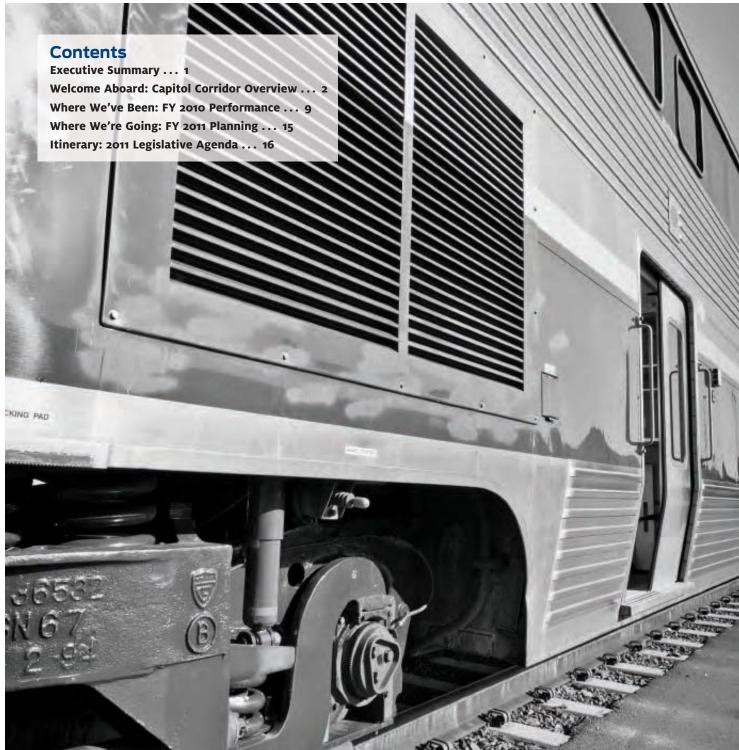












### **Executive Summary**

The Capitol Corridor is a model of public transit success. It began in 1991 with six daily trains between San Jose and Sacramento. Today, we run 32 weekday trains between Sacramento and Oakland, with 14 daily trains to San Jose and two trains servicing Auburn. In the 12 years that it has been managed by the Capitol Corridor Joint Powers Authority (CCJPA), the Capitol Corridor's service frequency has quadrupled, ridership and revenue have more than tripled, and our revenue-to-cost ratio improved by 56 percent.

In Fiscal Year 2010 (FY 2010), the Capitol Corridor maintained its standing as the most dependable Amtrak-operated service, with 93 percent on-time performance for the second year in a row. It remains the third busiest intercity passenger rail service in the nation behind the Northeast Corridor and the Pacific Surfliner. The Capitol Corridor's reliability helped to attract nearly 1.6 million riders in FY 2010, taking hundreds of thousands of cars off congested Northern California highways.

Early in the fiscal year, State furlough days and double-digit unemployment rates significantly impacted the performance of intercity passenger rail services. As the economy began to recover in Northern California, so did the Capitol Corridor. Ridership picked up from March through September, contributing to positive performance indicators for the rest of the year. In FY 2010:

- Ridership totaled 1.58 million, one percent below FY 2009, primarily due to economic conditions between October 2009 and February 2010.
- Revenues increased four percent compared to FY 2009, based on year-end projections.
- System operating (farebox) ratio held steady at 46 percent, based on year-end projections.
- On-time performance was the best in the Amtrak system at 93 percent, the same as FY 2009.

We are grateful that the Capitol Corridor service achieved positive results in the last half of FY 2010. Economic recovery, improved dispatching and track maintenance by the Union Pacific Railroad

(UPRR), and successful marketing promotions contributed to our successful performance.

The CCJPA's vision for this decade and beyond is to achieve new levels of success for the Capitol Corridor by upgrading rail infrastructure, enhancing security, installing an onboard wireless network, and adding new train cars and locomotives to the fleet. While we have the strong support of UPRR, Amtrak, and Caltrans Division of Rail, our operating partners, we must seek new sources of funding to make it a reality.

#### A Track Record of Performance

TWELVE YEARS OF CCJPA MANAGEMENT

	Service Level	Ridership	Revenue	Revenue to Cost Ratio
FY 2010	32 daily trains	1.58 million	\$23.5 million	46%
FY 1998 (PRE-CCJPA)	8 daily trains	463,000	\$6.25 millon	30%
12-YEAR IMPROVEMENT	+300%	+242%	+290%	+56%

Consecutive years without State capital funding have made it difficult to deliver the improvements needed to expand the service. On a more positive note, for the first time in its history, the CCJPA received a \$29 million federal grant in January 2010 from the High Speed/Intercity Passenger Rail (HSIPR) program. Of this amount, \$6.2 million was obligated to the Sacramento Rail Relocation project, \$18 million was obligated to expand the San Jose platform and tracks, and \$5 million was awarded to the Yolo Crossover project.

Our ability to meet the current economic challenges while sustaining high performance would not be possible without those who have contributed to the success of the Capitol Corridor over the past 12 years – the CCJPA Board, our six member agencies, our transportation partners, our loyal riders, and elected officials. We are thankful for your continued support.

Dorothy W. Dugger, *Executive Director* David B. Kutrosky, *Managing Director* 

### Welcome Aboard: Capitol Corridor Overview

The Capitol Corridor is an intercity passenger rail route that provides a convenient and environmentally responsible choice for people traveling along the congested I-80, I-680, and I-880 freeways by operating safe, frequent, reliable, and affordable service to 17 stations in eight Northern California counties: Placer, Sacramento, Yolo, Solano, Contra Costa, Alameda, San Francisco, and Santa Clara.

With nearly 1.6 million passengers annually, the Capitol Corridor is the third busiest Amtrakoperated route in the nation. As manager of the Capitol Corridor service since October 1998, the Capitol Corridor Joint Powers Authority (CCJPA) has steadily built ridership and a solid track record of financial and operational success. In FY 1998, annual ridership was 463,000. Twelve years later, ridership has more than tripled. In the same period, service levels quadrupled - from eight daily train trips between Sacramento and San Jose to the current schedule of 32 daily trips. These gains were made possible by focusing on operational efficiency, safety, and security; collaborative planning and partnerships; and a commitment to superior customer service.

Despite flat or very modest increases in State of California (State) budget allocations, our relentless pursuit of efficiency enabled us to deliver significant service expansions by reinvesting cost savings and revenues above business plan projections into the service. This sustained performance reflects the success of the Capitol Corridor train system as a viable transportation alternative in the communities it serves.

#### **OUR VISION**

The CCJPA's priorities and guiding values are described in our Vision Statement. We exist to:

 Provide high-quality passenger rail and connecting bus service that is safe, frequent, reliable, and affordable

- Develop rail service as the preferred means of travel along the San Jose – Oakland/San Francisco – Sacramento – Auburn route
- Deliver cost-effective expansion of superior passenger rail service
- Build on constructive relationships with our partners: riders, local communities, Amtrak, Union Pacific Railroad (UPRR), and the State

#### **OUR HISTORY**

On December 12, 1991, the State of California Department of Transportation (Caltrans) and the National Railroad Passenger Corporation (Amtrak) initiated the Capitol Corridor intercity train service with six daily trains between San Jose and Sacramento. In 1996, legislation established the Capitol Corridor Joint Powers Authority (CCJPA), a California joint powers authority with members from six local transportation agencies along the Capitol Corridor route.

The CCJPA is responsible for the administration and management of the Capitol Corridor intercity train service and is managed by a Board of Directors comprised of individuals from each of the six member agencies. In July 1998, an Interagency Transfer Agreement (ITA) transferred the operation of the Capitol Corridor service to the CCJPA for a three-year term. In the first two years of CCJPA management, the Capitol Corridor expanded train service by 50 percent and achieved substantial gains in ridership, revenues, and operating efficiency. In July 2001, the ITA was extended through June 2004.

In September 2003, legislation was enacted that eliminated the sunset date in the ITA and established the current, permanent governance structure for the CCJPA.

#### **SERVICE OVERVIEW**

In FY 2010, the Capitol Corridor provided intercity passenger trains between San Jose and Sacramento/Auburn with service to 16 train









#### **Rail Safety**

The CCJPA and Amtrak are committed to upholding the highest standards of safety and safe operating practices. In FY 2010, the CCPJA made strides in its safety and security improvement projects through the procurement of video security systems as well as fencing and barriers to protect stations, facilities, and passengers/employees. In addition, plans to upgrade lighting and electronic signage moved forward. The CCJPA expects these capital reinvestment projects to be completed in FY 2011.

The Capitol Corridor is assisted in its safety and security efforts by local, Amtrak, BART, and Union Pacific police departments. Another top priority for the CCJPA is to promote rail safety awareness to the public by partnering with local agencies and communities to provide effective education, outreach, and enforcement.

The CCJPA continues to work closely with Caltrans and Operation Lifesaver, a voluntary effort by railroads, safety experts, law enforcement officials, and public agencies to provide safety education campaigns for the media and the public.

## 36 MILES

## I70 MILES 89 MIL

## 45 MILES

#### **AUBURN/CONHEIM**

- Depot building, Quik-Trak machines, limited free parking
- Local transit connections

#### ROCKLIN

- Depot building, Quik-Trak machines, limited free parking
- Local transit connections

#### **ROSEVILLE**

- Station staffed by travel agency, Quik-Trak machines limited parking
- · Local transit connections

#### **SACRAMENTO**

- Staffed station, Quik-Trak machines, limited paid parking
- Motorcoaches to Redding, Reno and South Lake Tahoe
- · Local transit connections

#### **DAVIS**

- · Staffed station, Quik-Trak machines, permit parking
- · Local transit connections

#### SUISUN/FAIRFIELD

- Depot building, Quik-Trak machine, limited free parking
- Local transit connections

#### **MARTINEZ**

- Staffed station, Quik-Trak machine, limited free parking
- Motorcoaches to Vallejo, Napa and Santa Rosa
- Local transit connections

#### **RICHMOND/BART STATION**

- Intermodal station, Quik-Trak machines, limited parking
- Local transit connections

#### **BERKELEY**

- · Boarding area only, Quik-Trak machines
- · Local transit connections

#### **EMERYVILLE**

- Staffed station, Quik-Trak machine, free parking
- Motorcoaches to San Francisco
- Local transit connections

#### OAKLAND/JACK LONDON SQUARE

- Staffed station, Quik-Trak machine, paid parking structure
- Local transit connections

#### **OAKLAND COLISEUM/BART STATION**

- Intermodal platform, limited free parking
- Local transit connections; access to Oakland International Airport via AirBART shuttle; adjacent to Oakland Coliseum sports/entertainment complex

#### **HAYWARD**

- Platform only, limited free parking
- Local transit connections

#### FREMONT/CENTERVILLE

- Depot building, limited free parking
- · Local transit connections

#### SANTA CLARA/GREAT AMERICA

- Platform only, Quik-Trak machines, limited free parking
- Local transit connections and employer shuttles

#### SAN JOSE DIRIDON/CALTRAIN STATION

- Staffed station, Quik-Trak machines, limited free parking
- Motorcoaches to Santa Cruz, Monterey and Santa Barbara
- Local transit connections; adjacent to HP Pavilion sports/ entertainment complex

stations spanning the 170-mile corridor. The Capitol Corridor route operates on tracks primarily owned and dispatched by UPRR, and a small two-mile segment owned by Caltrain. The CCJPA manages the Capitol Corridor service through an operating agreement with Amtrak. Trains provide direct connections to 19 local public transit systems and five passenger rail or rail transit systems, including BART, VTA, ACE, Caltrain, and Amtrak's national train network. To supplement the train service, dedicated feeder bus and local transit routes serve communities south of San Jose (Santa Cruz, Monterey, Salinas, San Luis Obispo, Santa Barbara), north of Martinez (Vallejo, Napa, Santa Rosa, Eureka), and east of Sacramento (Truckee, Colfax, Reno, South Lake Tahoe). Together, these transit systems serve the second largest urban area in the Western United States.

#### **ADMINISTRATION & MANAGEMENT**

Over the past 12 years, the CCJPA has distinguished itself through its successful operation of the Capitol Corridor train service and its innovative and collaborative management structure. The interregional relationship among the CCJPA's six member agencies - established through State legislation creating the CCJPA - is the first and only one of its kind to manage an intercity train service. The CCJPA Board of Directors is supported by the CCJPA staff and the staff of its member agencies, who work together to develop the service's operating strategies, marketing programs, and service planning activities. The CCJPA establishes operating and management policy on capital and operating funds, fares, service levels, equipment maintenance, schedules, marketing, and business planning for the Capitol Corridor as part of the State's intercity rail program.

## San Francisco Bay Area Rapid Transit District (BART) Management Contract The enabling legislation called for BART to provide dedicated staff and administrative

management to the CCJPA. Since that time, the CCJPA Board has extended the contract through February 2015. BART's management responsibilities on behalf of the CCIPA include: providing a professional management staff whose sole focus is the Capitol Corridor; overseeing dayto-day train and bus scheduling and operations; reinvesting operating efficiencies into service enhancements; overseeing deployment and maintenance (by Amtrak) of rolling stock for the Capitol Corridor and San Joaquin routes; managing subcontracted feeder bus routes; interfacing with Amtrak and the UPRR on dispatching and railroad-related issues; and coordinating with Caltrans, Amtrak, UPRR, the California Transportation Commission (CTC), and local communities to develop and implement a Capital Improvement Program.

#### **Other Stakeholders**

The Capitol Corridor service is developed with input from our riders, private sector stakeholders (such as Chambers of Commerce), and public sector stakeholders (such as local transportation agencies), along with the entities that deliver the service – Amtrak, UPRR, Caltrans, and the various agencies and communities that span the Capitol Corridor.

#### **FINANCES**

Each year the CCJPA receives funding from the State of California Business, Transportation and Housing Agency (BT&H) to cover operating costs and marketing expenses. In turn, the CCJPA contracts with Amtrak for the operation of the Capitol Corridor service. The primary source of funding for capital improvements has traditionally been the State Transportation Improvement Program (STIP), which allocates funds every two years. Previous allocations from the State's Public Transportation Account and the Traffic Congestion Relief Program have also provided funding for track and station upgrades.

Recent State budgetary measures have reduced the share of STIP funds, so supplementary funding has been procured through other sources such as State propositions. Proposition 1B, passed in November 2006, set aside \$19.95 billion in State general

Fiscal Year	Service Levels	Allocated Budget	Actual Costs	Reinvested in Improvements
OPERATING	BUDGET (M	ILLIONS)		
FY 09-10	32	\$28.5	\$28.2	\$0.3
FY 10-11	32	\$29.2	\$28.9 <sup>a</sup>	\$0.3ª
MARKETING BUDGET (MILLIONS)				
FY 09-10		\$1.1	\$1.1	
FY 10-11		\$1.1	\$1.1	

a. Projected.

obligation bonds including a \$400 million Intercity Rail Account and \$1 billion for transit safety and security improvements. Proposition 1A (California High Speed Train Act), passed in November 2008, set aside \$9.95 billion in State general obligation bonds including \$190 million to fund improvements that will enhance connections between the State's three intercity rail corridors and the planned California High Speed Train System. The CCJPA has provided the State with a list of projects that would be supported by its estimated \$47.5 million share of Proposition 1A funding.

The creation in 2009 of a Federal capital program for High Speed and Intercity Passenger Rail (HSIPR) administered by the Federal Railroad Administration (FRA) establishes a five-year commitment to passenger rail and a perfect supplement to available State capital funding. The CCJPA successfully applied for a HSPIR grant in 2009 and will continue to seek additional funding to expand and improve the Capitol Corridor service in the coming years. Grants in 2010 required non-federal matching funds, which made finding a stable source of State capital funding an even higher priority.

The CCJPA is committed to maximizing cost efficiencies in its operation of the service. By continuing its fixed-price operating agreement with Amtrak, the CCJPA is able to stabilize operating costs and reinvest cost savings and revenues above business plan projections into service enhancements.

#### **ANNUAL BUSINESS PLAN**

Each year, the CCJPA submits to the State a Business Plan for the following two fiscal years that specifies annual operating and marketing strategies; performance standards and goals for farebox ratio, ridership, and on-time performance; capital improvement plans; and the funding request to the State for the CCJPA's annual costs for inclusion in the State budget proposal to the legislature.

#### **LONG-TERM OBJECTIVES**

To supplement the annual Business Plan, the CCJPA Board developed a Vision Plan that includes a list of long-term financial and service objectives to guide our plans over the next five to 20 years:

- Provide hourly service daily, from 5 a.m.–10 p.m.
- Achieve farebox recovery of 50 percent
- Reduce train cost per passenger mile to 20 cents
- Reduce travel time by 12 percent
- Achieve on-time performance of 90 percent or more
- Continuously improve customer satisfaction Both Caltrans and Amtrak used these objectives to develop their respective state or national passenger rail plans that include the Capitol Corridor.







#### **OPERATIONS**

**Train Equipment** 

The CCJPA is responsible for the administration and maintenance supervision of the State-owned fleet of rail cars and locomotives assigned to Northern California. The equipment includes California Locomotives, among the most modern, quiet, and cleanest operating locomotives in the United States; the California Café Car with onboard food service and space for 49 passengers; and the wheelchair-accessible California Coach Car with restrooms and space for 88 passengers.

FY 2010 was a productive year in making improvements to our fleet. So far three locomotives have been retrofitted with the latest technology and emissions controls in the industry, and Caltrans is on an aggressive schedule to overhaul the rest of the locomotive fleet by 2012. Now that the HEP units (electric power generators) have been rebuilt, new electronic controls will be installed to improve performance and reliability.

In addition, train car interiors are being refreshed with new upholstery, carpets, and curtains, with the updates expected to be complete by March 2011. Other improvements on the way include Wi-Fi Internet access on all cars, improved onboard passenger information systems, and additional storage space for luggage and bicycles. The CCJPA and Caltrans continue to press forward on procuring new rail cars and locomotives to accommodate more passengers. The FRA recently awarded \$100 million in FY 2011 to fund 40 new rail cars and six locomotives for the State intercity passenger rail program. Since the rail procurement process may take a few years, Caltrans will be overhauling 14 New Jersey Transit, Comet 1B, single-level coaches to supplement the fleet. Delivery is expected by mid-2012.

#### **Bus Equipment**

Through its contracted private bus operators, Amtrak provides feeder bus routes that connect outlying communities to the Capitol Corridor service. Each air-conditioned bus is equipped with a wheelchair lift, restroom, and storage space for baggage and bicycles.

#### **Local Connections**

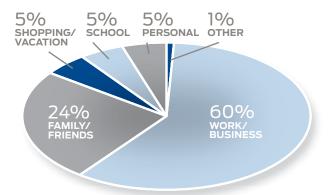
The unique structure of the CCJPA enables communities served by the Capitol Corridor to participate in the development of programs that promote the use of our trains.

Surveys show that the majority of Capitol Corridor passengers do not use a personal vehicle when arriving or departing the train station. By coordinating transit connections with other services, the Capitol Corridor helps reduce the number of vehicles contributing to traffic congestion and pollution.

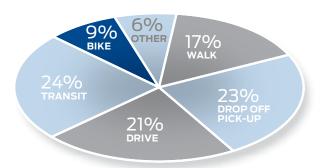
- The Transit Transfer program allows passengers to transfer free of charge to nearly all local transit lines that serve the stations, including Sacramento RT, Rio Vista Transit, E-Tran (Elk Grove Transit), Yolobus, Unitrans, County Connection, Santa Clara VTA, AC Transit, Fairfield-Suisun Transit, Benicia Breeze, and WestCAT.
- The CCJPA's negotiated reciprocal ticketing agreements with Roseville Transit and Placer Commuter Express buses, which parallel the Capitol Corridor route between Sacramento, Roseville, and Auburn.
- CCJPA offers a 20 percent discount on BART tickets purchased on board the Capitol Corridor trains to facilitate transfers to the Richmond and Oakland Coliseum Intermodal Stations.
- Agreements with Monterey-Salinas Transit and Santa Cruz Metro offer passengers even more transportation choices throughout Northern California.

#### **RIDERSHIP**

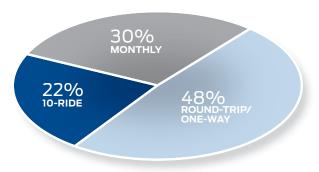
The typical Capitol Corridor rider takes the train as a convenient and enjoyable alternative to driving. Riders take the train both for business and leisure travel, with destinations concentrated in the Sacramento Valley, Sierra Nevada Foothills, San Francisco/East Bay Area, and San Jose/Silicon Valley. More than half of all riders use discounted multi-ride tickets, an attractive option for regular business travelers and those who take the train two or three times a week.



#### **RIDER PROFILE FFY10**



**TRAVEL-TO-STATION MODE FFY10** 



**TICKET TYPE FFY10** 

#### **CUSTOMER FEEDBACK**

The CCJPA views communication with passengers as the cornerstone of our customer-focused service delivery. We encourage passengers to provide input on our service performance through comment cards on the trains, phone calls, letters, and email. We use this feedback to identify and prioritize service modifications, capital improvements, and desired amenities in the service. In FY 2010, the Capitol Corridor made several improvements to our passenger communication programs, including SMS text and email service alerts, and social media outreach via Facebook and Twitter. These new channels have been very well received and customer satisfaction is high, according to the biannual onboard surveys conducted by the CCJPA.







#### Riding Toward a Cleaner Future

Capitol Corridor riders enjoy a convenient alternative to driving while also doing their part to protect the environment. On average, each individual driving a car generates approximately one pound of carbon dioxide (CO<sub>2</sub>) emissions per mile traveled, or about 64 lbs. of CO2 for a typical trip to a destination served by the Capitol Corridor. Each individual who takes the Capitol Corridor instead of driving generates less than one-third of the CO2 emissions for the same trip. Increasing train capacity with new rolling stock is one of the most costeffective strategies for the State to achieve its environmental goals.

Annually, Capitol Corridor riders prevent 102 million pounds of CO<sub>2</sub> from entering the atmosphere by riding our trains instead of driving alone.

Investing in improvements to the fleet is another way to maximize the benefits of rail travel. Each locomotive retrofitted to the cleanest technology represents up to a 75 percent reduction in emissions compared to the older equipment. Together with the purchase of new rolling stock, the fleet upgrade will further enhance our green efforts.

In addition to being environmentallyfriendly, riding the train is walletfriendly too. According to the American Automobile Association (AAA), the average cost of driving a car is 48-74 cents per mile, not including tolls and parking. The average cost of a Capitol Corridor ticket is about 23 cents per mile traveled.



### Where We've Been: FY 2010 Performance

#### **FY 2010 SERVICE PLAN HIGHLIGHTS**

Despite persistent economic challenges, the CCJPA maintained service levels at 32 weekday trains between Sacramento and Oakland/San Francisco; 14 daily trains to San Jose; and two daily trains east of Sacramento to Roseville, Rocklin, and Auburn. Clearly, job losses throughout Northern California and furloughs in Sacramento still negatively affected our travel markets. Our marketing team took this into account and developed a strategy focused on discretionary travel to fill seats. This strategy paid off and helped the Capitol Corridor finish strong in FY 2010.

Here are some highlights from the year:

- Overall ridership fell one percent in FY 2010, primarily due to significant ridership declines between October 2009 and February 2010. These losses were offset by steady ridership increases for the last seven months of FY 2010.
- Although ridership declined, revenue is up four percent compared to last year.
- On-time performance sustained FY 2009's alltime high of 93 percent, making the Capitol Corridor the top-performing service in the Amtrak national system for the second year in a row.
- Customer satisfaction is higher than ever based on our most recent on-board surveys, which are conducted twice a year.
- Our Kids Ride Free on Weekends and Seniors Ride Half Off discount programs more than doubled their usage from last year, contributing to ridership gains in the latter half of FY 2010.
- The CCJPA received funding for three projects from the federal HSIPR program.
- Yolo Causeway West Crossover Project (sponsored by CCJPA) – Project design plans were approved, and required funding agreements are nearly complete.
- Sacramento Intermodal Track and Platform Relocation Project (sponsored by City of

- Sacramento) Funds have been committed and we are working with the city to move ahead with construction.
- San Jose Diridon Station Track and Platform Improvements (sponsored by Caltrain) – Funds have been committed and construction has begun.

#### **CAPITAL IMPROVEMENT PROGRAM (CIP)**

A reliable stream of State capital funding is crucial to position California and the Capitol Corridor to fully take advantage of the new federal HSIPR grant program. Investing in improvements during an economic downturn ensures that the service is ready for the recovery and can accommodate sudden ridership fluctuations due to rising gasoline prices.

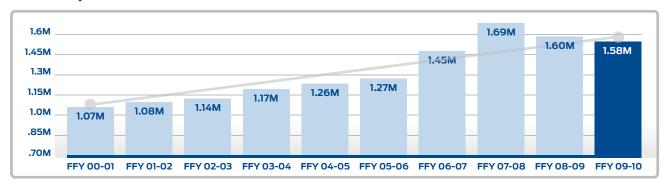
#### **Station Upgrades**

In FY 2010, new, larger Public Information Display Signs (PIDS) were installed at nearly all Capitol Corridor stations, helping to provide real-time train status updates to passengers. The CCJPA also completed several improvements in Sacramento, the busiest station on the route, including replacing the outdated schedule board with an energy-efficient quad panel LCD display. At other stations, comprehensive improvements were completed, including the relocation of Quik-Trak kiosks for greater visibility, and the installation of two additional PIDS signs to improve communications with passengers inside the station.

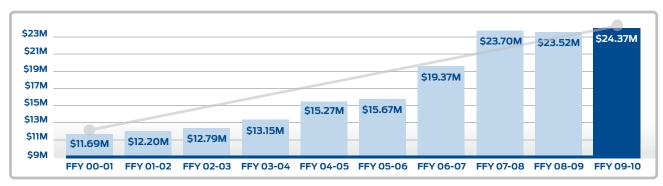
#### **WIRELESS NETWORKING**

During FY 2010, CCJPA successfully worked with Amtrak to procure a vendor who will install a common communications platform for all Amtrak services across the nation. Cost savings from another CCJPA capital project will ensure funding for Wi-Fi installation so that in FY 2011, passengers will have Internet connectivity while riding onboard the Capitol Corridor. The wireless network will also provide a cost-effective platform for running various operational and safety/security applications.

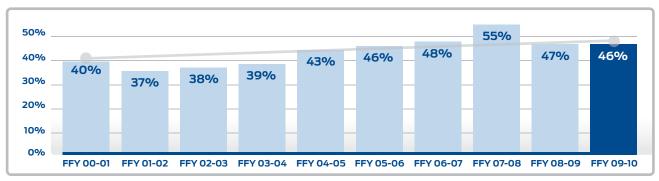
#### **Ridership** TEN YEARS OF PERFORMANCE



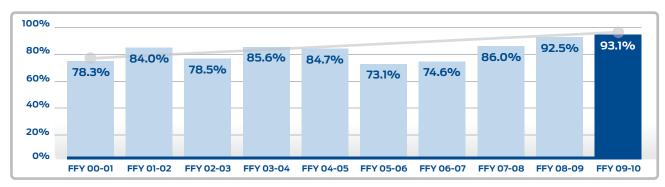
#### **Revenue** TEN YEARS OF PERFORMANCE



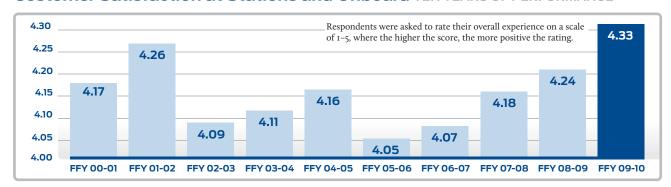
#### System Operating Ratio TEN YEARS OF PERFORMANCE



#### **On-Time Performance** TEN YEARS OF PERFORMANCE



#### Customer Satisfaction at Stations and Onboard TEN YEARS OF PERFORMANCE



#### **MARKETING & COMMUNICATIONS**

The CCJPA continued its focus on building awareness of the Capitol Corridor brand through multi-faceted media campaigns and local outreach in Northern California markets. In FY 2010, marketing efforts were primarily aimed at building ridership during off-peak hours by targeting select demographic and niche markets. The CCJPA repeated its most popular campaigns and promotions designed to appeal to budget-conscious leisure travelers.

In addition, the CCJPA worked to retain existing ridership and enhance the overall passenger experience with improved customer amenities and communication channels. The CCJPA also continued to strengthen media outreach efforts to increase the Capitol Corridor's visibility and media coverage.

#### **Advertising and Joint Campaigns**

The CCJPA's FY 2010 advertising strategy centered around increasing visibility of our popular discounts and promotions such as Kids Ride Free on Weekends and Seniors Ride Half Off through a blend of grassroots marketing efforts and targeted media campaigns in the Sacramento, San Francisco Bay Area, and San Jose markets. Additional media value was created by leveraging advertising and promotional partnerships to increase visibility of the Capitol Corridor brand.

#### **Promotional Events, Programs & Partnerships**

A variety of events and programs promoted awareness and ridership this year. Many of these partnership promotions allowed the CCJPA to multiply the value of its marketing dollars by sharing advertising assets.

- *Kids Ride Free on Weekends* This promotion was brought back in conjunction with the unique theater-in-the-round showing of "Peter Pan" in San Francisco to attract families and boost leisure travel on weekends. To make this promotion even more attractive, the offer was extended to Fridays as well.
- *Seniors Ride Half Off* This popular offer was created to promote mid-week travel among seniors. In FY 2010, the number of travelers taking advantage of this special offer doubled from the previous year.
- Fight Hunger One Stop at a Time The CCJPA, in partnership with Amtrak and six northern California food banks, collected non-perishable food donations at our seven staffed Capitol Corridor stations. The goal of this two-week campaign was to help restock local food banks for the busy summer months. In total, we collected over half a ton of food along the Capitol Corridor route, and donations at Sacramento Station alone provided nearly 700 lbs. of groceries to feed 139 families.
- *Rider Appreciation Events* These popular quarterly events are designed to thank our passengers with complimentary refreshments, prize drawings from promotional partners, and opportunities to speak directly with CCJPA team members about the service.
- National Train Day A community event was held in Sacramento to celebrate National Train Day. CCJPA also participated in presenting the annual California Golden STAR award (State Advocate of Rail) at the Los Angeles event.





• *Train Treks* – This discount program is targeted at school and youth groups using the train for midday/mid-week travel. In FY 2010, we partnered with museums and attractions on the southern end of our route to promote travel to and from San Jose.

#### **Sports Promotional Partners**

The CCJPA partnered with local sports teams – including the Oakland A's, Oakland Raiders, Sacramento River Cats, and Cal Golden Bears Football – to promote brand awareness and travel on the Capitol Corridor. Elements included ingame videoboard spots, announcements and radio spots during game broadcasts, and email promotions. Group travel discounts, discounted train travel, and pregame presence also supported train travel to and from the games.

#### **REVENUE ENHANCEMENT**

Targeted marketing via offers such as Kids Ride Free on Weekends, Seniors Ride Half Off, as well as discounted travel to sporting events helped grow ridership where we have capacity. The revenue earned from these programs is usually incremental as the discount is often the passenger's deciding



factor in choosing the train over driving. The installation of Quik-Trak ticket kiosks at almost all Capitol Corridor stations also helped keep revenues in line with FY 2009.

Technology also plays a role in enhancing revenue. The Automated Ticket Validation (ATV) Program was created to replace the current manual process by implementing an electronic handheld device that will both validate and issue tickets electronically. This technological initiative is designed to increase onboard revenue collection while deterring credit card fraud by providing a real-time connection between the point of sale/ticket validation and the Amtrak revenue system. Deployment began in FY 2009 and nearly 75 percent of all conductors have been trained to use the ATV handheld devices.

#### **PUBLIC INFORMATION AND OUTREACH**

In FY 2010, the CCJPA's public information efforts achieved new heights as a result of several partnership efforts. The CCJPA worked with Caltrans, the Environmental Protection Agency (EPA), and local Air Districts along our corridor to unveil the cleanest diesel locomotive in California. In addition, the CCJPA Public Information Officer partnered with Amtrak, Caltrans, and Operation Lifesaver on press events to help build awareness about rail safety. We also received positive publicity for the Capitol Corridor's food drive in June. These high-profile media events, coupled with other news coverage in FY 2010 about the Capitol Corridor, delivered advertising value estimated at more than \$417,000, the highest earned value ever recorded in the history of the service.

Projects Completed / Underway	BUDGET (MILLIONS)	PROJECT STATUS
AUTOMATED TICKET VALIDATION PROGRAM: Introduce handheld computer devices that automatically perform ticket validation and sales on the trains. Pilot program in progress, in cooperation with Amtrak, Caltrans, and federal law enforcement agencies.	\$2.10	Ongoing testing and limited deployment in process as of Fall 2010. Full deployment expected early 2011 with eventual rollover to Amtrak's planned ATV device during 2011.
VIDEO SECURITY CAMERAS AT CAPITOL CORRIDOR STATIONS: Purchase and install security cameras at six unstaffed stations.	\$1.00	Project to be completed in early 2011.
PHASE 2 TRACK MAINTENANCE PROGRAM: Joint effort with UPRR to replace ties, rails, and switches to improve reliability, maintain good ride quality, and keep tracks in state of good repair.	\$2.50	A new two-year phase of ongoing track maintenance commenced in November 2010.
BAHIA – BENICIA CROSSOVER PROJECT: Install a universal crossover in the Bahia–Benicia area to facilitate switching and increase capacity.	\$4.50	Financed with Bay Area Regional Measure 2 (RM2) and State funds. Completed in May 2010.
PASSENGER INFORMATION DISPLAY SYSTEM (PIDS) UPGRADES: Replace two-line platform signs with larger, ADA-compliant signs that can display four lines of text.	\$0.85	Project completed in October 2010 with audio upgrades due in early 2011.
WIRELESS DEVELOPMENT PLAN: Developed wireless specifications and legal review for system specifications.	\$0.40	Evaluating task order options for installation through Amtrak's selected vendor in 2011.
EMERYVILLE STATION AND TRACK UPGRADE: Install extensions of the station siding track, crossing signal upgrades, signal improvements, higher speed switches, and roadway undercrossing upgrades that improve speed and reliability.	\$6.30	Completed in June 2010.
SECURITY INFRASTRUCTURE PROJECT: Security program for fencing and right-of-way protection with signage.	\$0.90	Implementation began in late 2010 and will be complete in early 2012.
SAN JOSE DIRIDON STATION EXPANSION: Construct additional platforms and tracks to increase station capacity.	\$18.00	Project funded through CCJPA's share of a \$52.08 million award of FRA HSIPR funds.
SUBTOTAL-PROJECTS UNDERWAY	\$36.55	
Committed Programming		
SACRAMENTO - ROSEVILLE TRACK IMPROVEMENTS: Add track and related infrastructure between Sacramento and UPRR's Roseville Yard, for near-term expansion of Capitol Corridor trains to Roseville and Auburn.	\$3.53	Environmental phase with initial design to begin in January 2011 with estimated completion in late 2013.
YOLO CAUSEWAY WEST CROSSOVER: Install a universal crossover between Davis and Sacramento to improve reliability and increase capacity.	\$5.00	Design completed. Construction planned to start in mid-2011 supported by FRA HSIPR funds.
SUBTOTAL-COMMITTED PROGRAMMING	\$8.53	
TOTAL SECURED FUNDING	\$45.08	









## Where We're Going: FY 2011 Planning

#### **FY 2011 SERVICE PLAN HIGHLIGHTS**

With limited new capital funds – and additional rolling stock not expected to arrive for at least four years – the CCJPA will focus on maintaining the 32-train service plan and improving service performance and reliability. Programs planned or underway will allow for the following improvements in FY 2011:

- Installation of the next phase of security improvements, including fencing projects and security cameras at unstaffed stations
- Working with Amtrak to migrate from CCJPA's onboard Automated Ticket Validation (ATV) program toward Amtrak's ATV system which will be fully integrated with e-ticketing (printat-home) capabilities
- Initiation of wireless Internet access in late 2011
- Working with UPRR to complete the Yolo Crossover project to improve train reliability
- Submitting a FY 2011 funding request to the federal HSIPR program for a series of phased improvements between Auburn and Sacramento, and Oakland and San Jose, which will gradually allow frequency increases
- Completing the environmental planning and initial design for capital improvements to increase frequency between Sacramento and Roseville

#### **CAPITAL IMPROVEMENT PROGRAM**

The CCJPA has developed a \$983 million 10-year Capital Improvement Program (CIP) that represents a sustainable investment plan to support the Vision Plan adopted by the CCJPA Board of Directors.

The CIP is primarily State-funded with some local funding support. In FY 2010, State financing for the CIP remained minimal and sporadic due to the diversion of State transportation funds to other non-transportation uses. The receipt of a FY 2009 grant and anticipated future awards from the federal HSIPR program portend a more robust future for the CIP if adequate non-federal funding sources can be secured.

With significant awards from the federal HSIPR program supporting the California High-Speed Rail program, the ability of the Capitol Corridor to increase service frequency to San Jose will be crucial to the success of the High Speed Rail System.

#### **MARKETING PROGRAM**

Marketing efforts in FY 2011 will continue to drive ridership to trains with available capacity by emphasizing the convenience of modern train travel. A newly redesigned portfolio of marketing collateral will help build awareness of the Capitol Corridor as a distinct regional service and provide a cohesive theme for media campaigns and promotions. Additional marketing endeavors may include:

- Discount promotions aimed at selected demographic and niche markets
- Collaborative media campaigns with local and promotional partners to leverage exposure across a variety of advertising channels and social media
- Coordination with Amtrak to enhance current website functionality
- Development of a mobile website and applications to enhance customer communications
- Public relations campaigns to maximize awareness and increase media coverage
- Continued coordination with Amtrak and Caltrans on selected events, promotions, and creative campaigns

In the short term, social media outreach through popular platforms such as Facebook and Twitter will increase our engagement with customers, and increase brand visibility. Longer-term marketing plans include the development of more targeted promotions and outreach via a customer relationship management (CRM) program. The deployment of a CRM solution will enable the Capitol Corridor to strengthen its relationship with customers by learning about passengers' travel preferences, delivering more tailored promotions, and following up on customer service issues.

### **Itinerary: 2011 Legislative Agenda**

The CCJPA actively participates in seeking legislative solutions to enhance train service and transportation choices in Northern California.

#### **FY 2010 ACCOMPLISHMENTS**

- SB 1371 (Correa) Letter of No Prejudice:
  Proposition 1A High Speed Train Bond Funds:
  This bill was enacted in September 2010 and allows agencies to apply to the California
  Transportation Commission for a letter of no prejudice relating to high-speed train connectivity projects funded through the \$950 million allocated under the Safe, Reliable High-Speed
  Passenger Train Bond Act for the 21st Century.
  Due to the unpredictable timing of future bond sales in California, SB 1371 will provide agencies with the ability to start work on transportation infrastructure projects.
- *Proposition 22:* As a member of the California Transit Association (CTA), CCJPA assisted in the development of Proposition 22, a citizen initiative that protects transit system funding from being diverted to other State-funded services. For the CCJPA, passage of Proposition 22 protects all motor fuel tax revenues that flow into the State's Public Transportation Account (PTA), the CCJPA's sole source of operating funds and capital matching investment funds.

#### **FY 2011 ACTION PLAN**

The CCJPA is working with other states that are providing Amtrak-operated intercity passenger rail (IPR) routes up to 750 miles in length to implement a new pricing policy for Amtrak's operation of state-supported IPR routes. Pursuant to federal legislation enacted on October 16, 2008, this revised pricing policy and its implementation were set forth in the Passenger Rail Investment and Improvement Act (PRIIA) and require an equitable allocation of Amtrak's operating costs and capital charges to the affected IPR corridor trains in the Amtrak system. The CCJPA is part of a group of stakeholders selected to develop the policy within FY 2011 and set an integrated timeline for the implementation of the policy by October 2013.

The CCJPA is committed to working with railroads along the Capitol Corridor route to garner federal appropriations with State matching funds to implement Positive Train Control (PTC), a sophisticated technology that uses braking algorithms to automatically bring PTC-equipped passenger and heavy freight trains to a safe stop. This will help prevent train-to-train collisions, over-speed derailments, and casualties or injuries to the public and railway workers.

Working with UPRR and Caltrain, as the host railroads for the Capitol Corridor service, the CCJPA will continue to pursue and secure federal, State and other funds to finance the capital infrastructure investments to meet the CCJPA's goal for expanded train service to San Jose and Roseville/Auburn.

Additionally, CCJPA will continue to seek funding to implement and complete projects to enhance system safety and security to protect employees, passengers, and facilities.

### **Closing Message**

We are pleased to highlight the FY 2010 accomplishments and performance of the Capitol Corridor passenger rail service in this report. For the past 12 years, we have continued to improve our financial performance, operational efficiency, and customer service, while delivering industryleading reliability along the nation's third busiest intercity passenger route. Our sustained track record of success makes the Capitol Corridor an ideal investment for public funds. As always, we are committed to improving the quality of life in the communities we serve by providing safe, frequent, reliable, "green," and affordable intercity train service that is an alternative to driving the congested Northern California highways. On behalf of the CCIPA Board of Directors and our member agencies and partners, we thank you for your continued support of the Capitol Corridor.

NOTE: California voters passed Proposition 22 on November 2, 2010.







## Capitol Corridor Joint Powers Authority Board of Directors FY 2010

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300 LAKESIDE DRIVE, 14TH FLOOR EAST • OAKLAND, CA 94612 PHONE: 877-9-RIDECC (877-974-3322) • FAX: 510-464-6901 WWW.CAPITOLCORRIDOR.ORG



CAPITOL CORRIDOR
JOINT POWERS AUTHORITY
300 LAKESIDE DRIVE
14<sup>TH</sup> FLOOR EAST
OAKLAND, CA 94612
(V) 510.464.6995
(F) 510.464.6901
www.capitolcorridor.org

## CAPITOL CORRIDOR MONTHLY PERFORMANCE REPORT MARCH 2011

Capitol Corridor Joint Powers Authority

## Service Performance Results – March 2011

Standard	Mar. 2011	vs. Mar. 2010	YTD	vs. Prior YTD	vs. FY11 Plan
Ridership	148,198	10.6%	817,468	8.8%	5.6%
Revenue	\$2,227,701	12.6%	\$ 13,059,148	11.8%	5.4%
Operating Ratio	56%	54%	50%	48%	49%
OTP	94%	86%	95%	91%	90%

Notes: Ridership up 6% over last 12 months with revenue up 9% during the same period; rising diesel fuel prices are exceeding budget.

#### **Transportation**

- Bicycle Access: CCJPA Staff are preparing for our next series of meetings with Amtrak
  and Caltrans, as well as the Bicycle Working Group to identify upgrades for bicycle
  storage issues while meeting ADA requirements.
- On-time performance (OTP) was 94%, which maintains the current streak as the most reliable route in the Amtrak system with a YTD OTP of 96%.

#### Mechanical

- Equipment Performance: Delays on locomotives increased in March 2011 while door system delays reduced; Amtrak mechanical management is initiating changes to resource allocations to improve overall performance and reduce mechanical delays.
- Equipment Overhaul: Upgrades are proceeding on door operating systems, improved emissions on State-owned F-59 locomotives

#### Engineering

- Yolo Crossover Project: CCJPA staff is reviewing various agreements to secure Federal Rail Administration (FRA) ARRA funds for the project.
- Sacramento Railyards Project: Staff is working with the City of Sacramento on advancing project to construction that meets the needs of rail operators serving the station.

#### Planning/Projects

- Applications for \$2.4B in High Speed Intercity Passenger Rail (HSIPR) funds returned by Florida: Caltrans (with CCJPA assistance) submitted an application for new bi-level passenger rail cars and locomotives. If awarded, seating capacity would increase by adding one additional rail car to each trainset to meet rising ridership demand for current service levels. Other HSIPR applications that CCJPA supported were Phase II upgrades to the Oakland Maintenance Facility and also the second phase of improvements to the Sacramento Valley Station.
- Wireless Network: Coordinating installation schedule with rail car scheduled maintenance
- Security Cameras at Unstaffed Stations: Project start in late April, completed by fall 2011.

#### Marketing

- Promotions: Completing plans for National Train Day (May 7) and spring partnerships/promotions.
- Public Relations: Continued interviews with media outlets about soaring ridership

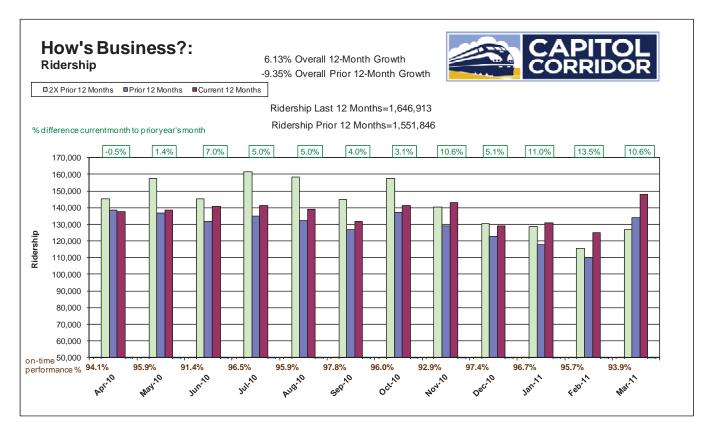
#### Administrative/Budget/Other

- Current draft of FY11-12 approved by Legislature includes funding levels to support current levels of Capitol Corridor and other intercity passenger rail trains.
- Recent deal on federal FY2011 budget reduces HSIPR capital grants from \$2.5B in FY2010 to \$1B.



	State Perfomance Standards (a)			Other Performance Measures		
	Ridership		On-time Performance System Operating Ratio (b)		Revenues	
Month	Actual	Business Plan	Actual	Actual	Actual	Business Plan
October-10	141,350	141,275	96.0%	49.9%	\$2,120,627	\$2,121,000
November-10	142,961	133,227	92.9%	46.1%	\$2,397,272	\$2,225,000
December-10	128,895	126,380	97.4%	44.8%	\$2,216,664	\$2,142,000
January-11	130,863	121,445	96.7%	48.8%	\$2,087,269	\$1,969,000
February-11	125,201	113,635	95.7%	54.2%	\$2,009,616	\$1,837,000
March-11	148,198	138,063	93.9%	55.9%	\$2,227,701	\$2,099,000
April-11		142,065				\$2,193,000
May-11		150,513				\$2,649,000
June-11		153,038				\$2,633,000
July-11		153,613				\$2,812,000
August-11		150,691				\$2,624,000
September-11		143,056				\$2,496,000
Total YTD Previous YTD YTD Change Annual StandardMeasure	817,468 751,174 8.8%	774,024  5.6% 1,667,000	95.4% 91.0% 4.4% 90%	50% 48% 2.2% 49%	\$13,059,148 \$11,675,863 11.8%	\$12,393,000  5.4% \$27,800,000

- a) Standard developed by CCJPA in annual business plan update and approved by Business Transportation and Housing Agency
- b) This standard measures total revenues (farebox and other operating credits) divided by total operating expenses adjusted against the fixed price operating contract.







## **Telecon Interview**

Interview Subject: May 24 Telecon Discussion with Rob Skinner of

Clean Energy Rail Center (CERC)

Location: Via telephone

Start: 9:00 am Finish: 10:00 am Day: Tuesday Date: May 24, 2011

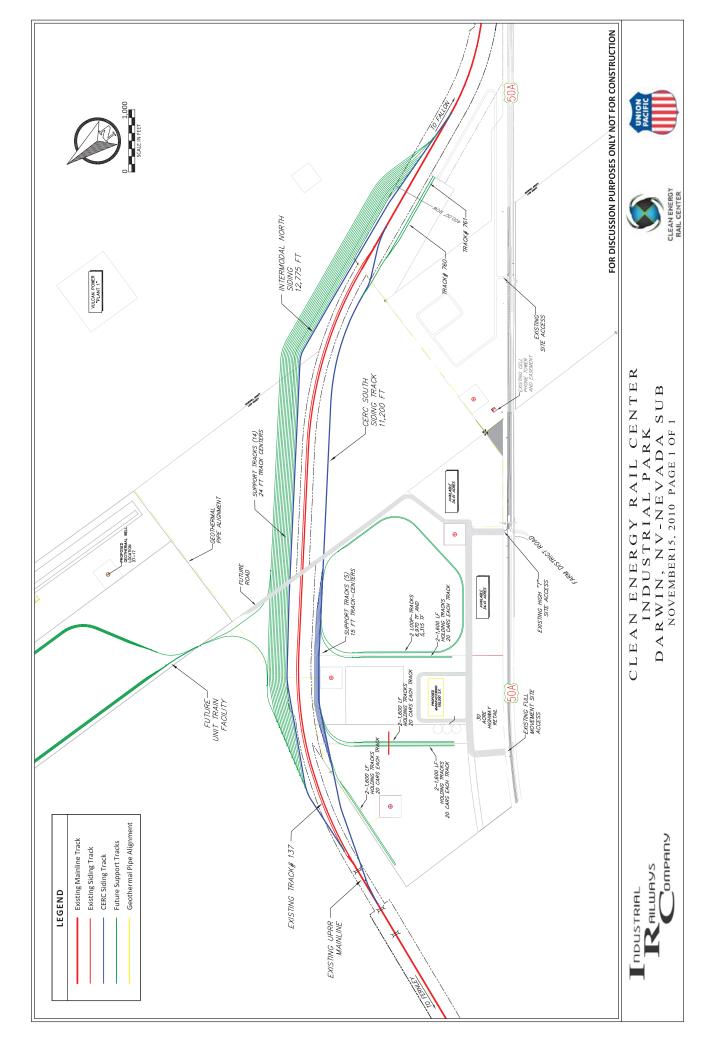
<u>Name</u>	On-Phone
Rob Skinner	X
Matt Furedy – NDOT	X
Mike McCarley – Jacobs	X
Ken Lambert - Jacobs	X
Angela Thens – Jacobs	Χ
Darwin Desen – Jacobs	X

## **Topics Discussed**

Ken Lambert began the discussion with introduction of people on the call and announced that Mike McCarley has taken over the project as project manager for Jacobs. Mike has been a part of the project as Ken's right hand man, and he is up to speed on the knowledge of the Clean Energy Rail Center development. Mike forwarded his contact information, along with Darwin's and Angela's, to Rob.

An update on the progress of the NSRP project was given for Rob's benefit: We've held the first round of TAC and public meetings; and we are currently in the fact-finding phase, whereby we have solicited 220 surveys and are conducting one-on-one interviews with select stakeholders. We anticipate having enough information to categorize projects and share with the TAC, and ultimately the public. We will conclude with in-depth sessions with NDOT and the TAC to prioritize projects and develop an implementation plan.

Rob provided an update on the development of the center. From a transportation perspective, their mission is to reduce transportation costs and relieve congestion in the ports. The group has been talking to the various ports about the CERC serving as an inland port and transload facility with extra storage capacity and transfer stations from rail to truck and vice versa. They have an agreement with UPRR regarding an 11,200-foot siding on the south side of the track, but more is planned for the site (10% rail design is complete.) CERC is reaching out to generators and receivers of transloads, the ports, and freight movers to gain interest (and investment) in their facility—a concept that is demonstrated in the AS 182 bill for inland ports in Nevada.



## Brief on Railroad Infrastructure in Nevada Current and Future Opportunties

## **By Robert Skinner**

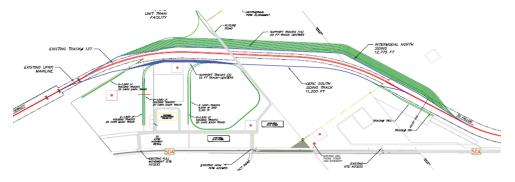
Developer, Managing Member Clean Energy Rail Center, LLC February 20, 2011

## Current infrastructure and future possibilites

- The mainline intercontental railroad goes through Northern Nevada.
  - It is owned by Union Pacific Railroad (UPRR)
  - o Burlington Northern Sante Fe Railroad (BNSF) has track rights to serve customers
- By contrast, the rail line through Southern Nevada is owned solely by UPRR
  - No other Class 1 Railroad operator has track rights
- UPRR currently operates a rail yard in Sparks, NV
  - o This rail yard is 100 years old
  - o Historically, this railyard drove the creation of the City of Sparks
  - o The City of Sparks would now like to redevelop this area
  - o UPRR has limited space to expand in this Sparks location
  - The Nevada Commission on Economic Development has identifed "Inland Ports" as a key driver for economic growth in Nevada.

#### Nevada Department of Transportation is updating the Nevada Railroad Infrastructure Master Plan.

- > The Intercontinental railroad is an important asset to Nevada
- The region to the East of Sparks is ideal for the development of a large rail yard for UPRR, and would enable them to:
  - Consolidate operations
  - Enjoy room to grow and improve operational efficiencies
  - Create a "state of the art" modern rail yard facility
  - Enable the redevelopment of the UPRR rail yard in Sparks for tourism and commercial activity
- The developers of the Clean Energy Rail Center ("CERC") located in Fernley, Nevada, are already working with UPRR, the City of Sparks, The City of Fernley, Churchill County and NDOT to investigate the concept of a relocation of the UPRR rail yard. Below is the proposed design:



## Features of a large rail yard

- ✓ Proper size
- ✓ Proper shape
- ✓ Expandability
- ✓ Highway access
- ✓ Rail access

- ✓ Multiple transportation modes
- ✓ Tax and local incentives
- ✓ Strong employment base
- √ Telecommunications infrastructure
- ✓ Foreign-Trade Zone status

## **Examples of large rail yards**







Nevada is an ideal location for a new rail yard to improve regional infrastructure, support the export of minerals, and reinvigorate logistics facilities in the Northern Nevada economy, while at the same time improving the tourism and hospitality business of the Reno/Sparks area.

## Examples of successful intermodal projects in other States are as follows:

#### Virginia's Front Royal:

- Longest-established major inland port in the nation
- A public-private partnership between local development companies and economic development agencies turned business around for this area of Virginia.
- Big commercial companies set up distribution centers in the region.
  - 24 such distribution centers are currently located at the site, compared with none in 1989.
    - Total investment is about \$700MM
      - 6,000 people are employed

#### **New Mexico:**

- The Union Pacific Railroad currently plans to invest more than \$400 million to relocate a major rail yard in Santa Teresa, New Mexico.
- The impetus for this investment began with a public-private partnership between State agencies and the development arm of UPRR.
- The **Governor of New Mexico** described the public-private arrangement and its benefits to the state in the following fashion:
  - "The partnership between Union Pacific and the State of New Mexico is truly historic, and it is another step toward fulfilling my promise to create jobs and build a high-wage economy that benefits the entire state. This project not only builds industry and creates good jobs, but also lays the groundwork to attract light manufacturing, warehousing and distribution facilities, which could potentially reshape the economy in southern New Mexico".

There are several strong examples of the ways that governmental agencies can support such intermodal facilities:

- Tax incentives
- A land trade involving both the Federal Bureau of Land Management and the CERC site in Fernley
- As the New Mexico Commissioner of Public Lands explained, with respect to the Santa Teresa land trade: "By acquiring these lands, the Land Office can create new business and jobs, improve the tax base, and generate revenue for public education."

Ultimately the Santa Teresa facility will create 3,000 jobs during the development phase from 2011 to 2015 and up to 600 permanent jobs after the facility is operational.

#### **Summary:**

The Department of Commerce is quoted as saying that for every \$1.00 invested in rail facilities, there is \$3.00 of economic activity which is generated. Moving goods with freight rail means more jobs, a stronger economy, less pollution and less congestion.

The public and private forces in Nevada should work together to prepare the State for more prosperity through supporting the Clean Energy Rail Center initiatives for a land trade and a rail yard relocation, which will improve our regional infrastructure, attract more industrial and commercial business, and make a major contribution to sustainable environmental enterprises.





## **Telecon Interview**

Interview Subject: May 24 Telecon Discussion with Greg Novak, Major

Projects Manager, Federal Highway Administration

(FHWA)—Carson City, NV

Location: Via telephone

Start: 2:00 pm Finish: 2:30 pm Day: Monday Date: May 24, 2011

<u>Name</u>	On-Phone
Greg Novak – FHWA	X
Hannah Visser – FHWA	Unable to participate
Matt Furedy – NDOT	X
Mike McCarley – Jacobs	X
Angela Thens – Jacobs	X
Andrew Ittigson – Jacobs	Χ
John McCarthy - Jacobs	Χ

## **Topics Discussed**

The participants introduced themselves; and Jacobs reviewed the project status, noting that the project is on schedule having completed the first TAC meetings and public meetings series and currently advancing a data collection stage, talking with multiple stakeholders. FHWA was contacted for input on the project as a project funding agency for the state rail plan.

The discussion began with a review of the DesertXpress and X Train projects, which both FHWA and the consultant agreed are more advanced than is commonly known; Greg commented that the Mag-Lev project seems to be left behind.

Greg stated that he is the FHWA point man on the DesertXpress project. He said that the comment period on the project FEIS closed May 2, that the consultants are reviewing the comments, and that the project is expecting a ROD ASAP. Greg noted that the FEIS references two Las Vegas station locations on the west side of I-15: one at Harmon & Flamingo and a second option at Russell Road. He said that the Russell Road site is approximately 60 acres in size and that the private sector has now proposed building a three-stadium complex at this location for pro teams at the DesertXpress terminus.

The parties also agreed that the X Train project, which will use conventional technology, existing trackage with Amtrak operating the trains, is advancing quickly and could be in





service faster than some of the new technologies that the Administration is supporting to provide high speed intercity passenger rail service.

Greg noted that requests for \$20 million in federal grant funding are due on June 3 for high speed rail grade-crossing improvements, some of which funding might be available for existing grade crossing conflicts in Nevada. Greg questioned whether this money might be used for proposed rail projects. Greg suggested that the funding might be used to eliminate the existing at-grade UP crossing of Oakey Boulevard and Wyoming Avenue in downtown Las Vegas, which is referenced in NDOT's Project Neon, (which has secured a ROD).

Jacobs noted that the Nevada state rail plan project is in contact with NDOT's Lori Campbell and PUC's Vic Crumley about grade crossing needs. Greg noted that Nevada has reduced the number of at-grade crossings over time, especially on the UP; however, he suggested that additional crossings/upgrades remain to be addressed. Greg stated that trespass is not as great a problem in Nevada as in California.

Greg noted the freight warehousing along the UP mainlines in northern and southern Nevada and expressed interest in achieving a balanced multimodal approach for moving freight. He asked if the project team has any feedback from the UP on project needs and he was advised that an upcoming meeting will be scheduled in June when the legislature is out of session to meet with the UP in Omaha. Greg referenced a possible UP interest in a siding at Midland, but is not sure of the exact location.

He noted that Reno has been discussing quiet zones, and he suggested that consideration should be given to assigning more compatible land use categories for undeveloped land next to existing and proposed rail lines in Clark County, given the current lull in Nevada housing development and the large amount of undeveloped land zoned for residential next to existing and proposed rail lines in Clark County.

Greg noted a couple of bills to watch in the state legislature, which will come to a close in the next two-to-three weeks. One addresses inland ports (AB 182), which could be created where highway, rail, and airport facilities are contiguous. Greg's interest is to pull truck traffic off interstate highways and onto rail lines to increase roadway capacity. He also referenced Senator Schneider's bill (151) to provide for light rail transit between Henderson and North Las Vegas using old rail right-of-way. Greg noted the interest to provide a grade separation structure of the US93-95 highway at Railroad Pass on this alignment. Greg commented that bills, which do not pass in one session of the legislature, are frequently re-introduced in subsequent sessions.

Greg commented on the need for the state rail plan to address rail museum and excursion lines in Nevada and that the Las Vegas MPO has identified additional railroad crossings that should be improved.

## Thens, Angela S.

From: Greg.Novak@dot.gov

**Sent:** Wednesday, May 25, 2011 10:59 AM

To: MFuredy@dot.state.nv.us; Thens, Angela S.

Cc: Hannah.Visser@dot.gov; dtaylor@dot.state.nv.us

Subject: FHWA Rail Plan Input

http://www.lvrj.com/business/parking-tangles-stadium-plans-122487849.html is the link to the DesertXpress/Stadium article. It was mentioned on the Ralston Report last night, and noted in his column this morning.

http://www.lasvegassun.com/blogs/ralstons-flash/2011/may/24/bill-create-districts-arenas-about-drop/

I saw that the inland ports bill passed, AB 182. The Las Vegas fixed guide way bill is still alive, SB 151, but the whistle ban may have died, AB 384. The session will be over soon, so you will have time a to assess the impacts on the rail plan. This is the link to the Legislature <a href="http://leg.state.nv.us/">http://leg.state.nv.us/</a>

I also mentioned the whistle ban was being pursued in Reno for some of the public and private crossings not affected by ReTRAC. The Washoe RTC has been doing planning work on that subject. Similarly, the Southern Nevada RTC studied where to allow new rail crossings in Las Vegas – I think it was in 2010. Both the Reno and Las Vegas items were Unified Planning Work Program (UPWP) studies, I believe. Coy or Dennis may have a better handle on them if Hannah doesn't recall their status.

Other items that I mentioned (and I few I thought about overnight):

Passenger rail – the Las Vegas to Victorville high speed rail corridor is on the national list, so crossings are eligible for the discretionary funding now available. There are several Las Vegas passenger rail projects being discussed (not just DesertXpress), with a few terminal sites possible (including the old Amtrak Station near the old Union Plaza hotel downtown (close to the RTC/Clark County complex). I am not aware of any new proposals in northern Nevada (we have limited Amtrak service now, with the Reno station in service downtown (adjusted as part of ReTRAC). There is work remaining to tie that terminal to the new RTC bus terminal for better intermodal connectivity (some signs and pedestrian way finding design is underway as a local public agency stewardship projects.

Freight rail – NV used to be served by Southern Pacific, Western Pacific, and Union Pacific. With the mergers, we now have Union Pacific, and Burlington Northern Sante Fe (BNSF – glad to hear they are serving TRIC in Storey County). We previously moved and consolidated the tracks in the Elko Railroad Relocation project, and even built a locomotive repair facility in that town. As I mentioned, in Nevada the railroads were here first.

- We have also invested in intermodal transfer centers in Reno (Parr Boulevard) and Fallon). There is also one in Sparks, next to the Nugget Avenue off-ramp, that is reached through a private crossing. Expansion of that facility could affect Interstate traffic. I am not aware of any plans for the Sparks rail yard to move, or the City to extend public highways across the yard (but your stakeholder interviews may find something is contemplated in the long term). The rail

yard in Las Vegas did relocate to the suburbs, and has been redeveloped.

- The warehousing industry in Nevada is big, and growing, and rail access is important to it. FHWA is concerned with overall freight movement, and our support for this rail plan is tied to a big picture look that includes trucking and intermodal issues (a link to air freight would be helpful as well it is small in terms of tonnage, but high value products are shipped that way (and they wind up on trucks at either end of the trip). I would hope you could talk to FedEx or UPS, since they do both quite well.
- UPRR has asked for additional siding tracks in the I-80 corridor (NDOT submitted a TIGER grant application), and may have some similar ideas for the I-15 corridor (I know UPRR calls them something else, like Sacramento to Ogden or Los Angeles to Salt Lake, but my frame of reference is the Interstate system). The extent of their system, single track or double track, sidings, industrial spurs, etc. should be available and mapped, as well as the other rail mileage in NV (please visit Shafter, if you have the time, to see a unique railroad crossing UP crosses the old Nevada Northern tracks, at grade).

Historic/Tourist Railroads – we have the Virginia and Truckee, being rebuilt from Virginia City to Carson City is phases as an FHWA enhancement/earmark project. It is also being extend in Virginia City to the old freight depot with local funds (and will rebuild a tunnel in front of the old church).

## http://www.steamtrain.org/

There also historic lines in Ely, and Boulder City that have received enhancement and earmarks as well. The V&T Commission and Nevada State Museum folks should be on your stakeholders list. The historic rail lines have historic terminals and museums that all fit together for a tourist experience that Nevada and the local agencies are promoting. The lines are low speed, and not too busy, so there are opportunities for "rails with trails". We discourage such adjacent uses on freight or passenger lines, where trespassing creates a bigger safety problem than highway grade crossings do in this state (unless there is very good fencing). The Tahoe-Pyramid Bike Trail is one project that is trying to coexist with the UPRR mainline, but it has been a struggle to make sure it is done safely. http://www.tpbikeway.org/

The NDOT Landscape and Aesthetics Master Plan and Corridor Plans have a little bit about railroads – they do have some good maps to show the routes.

## http://www.ndothighways.org/introduction.html

I think that covers it, but feel free to call or email if it needs clarification.

**Greg Novak** 

Major Projects Manager

FHWA Nevada Division

775 687 1203

775 687 3803 (fax)

Please consider the environment before printing this email





## **Telecon Interview**

Interview Subject: June 28 Telecon Discussion with Vern Keeslar, AICP,

InterPlan, UDOT Rail Consultant

Location: Via telephone

Start: 1:00 pm Finish: 1:30 pm Day: Tuesday Date: June 28, 2011

<u>Name</u>	<u>On-Phone</u>
Vern Keeslar – InterPlan, UDOT Rail Consultant	X
Dan Kuhn – UDOT	Unable to participate
Eric Glick – NDOT	X
Matt Furedy – NDOT	X
Mike McCarley – Jacobs	X
Angela Thens – Jacobs	X
Andrew Ittigson – Jacobs	X
John McCarthy – Jacobs	X

## **Topics Discussed**

The participants introduced themselves; and Jacobs briefly described the Nevada State Rail Plan study. Jacobs asked for information about Utah's conventional and proposed high speed passenger rail and freight rail service and plans that could affect Nevada's state rail planning.

Vern Keeslar stated that Utah does not expect any service enhancements or change in the number of trains or stops on the California Zephyr #5 and #6 trains between Chicago and Emeryville, CA. Vern noted that Utah does not expect any commuter rail service outside the Utah Transit Authority (UTA) service area.

Vern Keeslar referenced the PRIIA-initiated 2009 Amtrak Pioneer Route Passenger Rail Study, which evaluated restoring the former pre-May-1997 passenger rail service between Utah and Seattle, WA or to Portland, OR and between Utah and Boise, ID. He noted interest in Wyoming and Idaho for providing some of this service. This service would connect with the California Zephyr in Salt Lake City, but not provide direct service for Nevada. We also discussed the former Desert Wind service through Salt Lake City to Las Vegas and Los Angeles, which Vern felt offers some tourism appeal in Utah. He indicated that this service was originally operated with only two through cars (one sleeper car and one coach) to Denver and Chicago, in response to the consultant's inquiry about providing Desert Wind service between Salt Lake City, Las Vegas, and Los Angeles connecting with the California Zephyr in Salt Lake City, rather than extending the Desert Wind east of Salt Lake City.





Vern referenced the Western High Speed Rail Alliance with respect to providing high speed rail service. He suggested that the mountains and the distance between population centers could be detriments to realizing high speed rail in Utah in the immediate future. For additional information, he suggested contacting the Western High Speed Rail Alliance or the Utah Transit Authority.

Vern described Utah as the crossroads of the West, which is now down to two railroads, UP and BNSF (operating rights) with a UP intermodal yard at Salt Lake City, no BNSF intermodal yard, and 10-12 or 15 daily through mainline trains on the Salt Lake City to Las Vegas line (about half the pre-merger traffic). He noted that FAF data will show an increase in freight rail traffic but that with the shift in freight rail traffic to the south, the UP mainlines in Utah appear to have adequate capacity. He said that only regular freight track maintenance is programmed in Utah.

Vern stated that the Utah state rail plan is as old as Nevada's and that Utah is not programmed to update it. He inquired about Nevada's funding sources for its state rail plan, which Matt reviewed.

Vern noted on-going I-15 reconstruction work in Utah.

Vern suggested that we follow up again with Dan Kuhn when he returns to the office.





#### **Telecon Interview**

Interview Subject: June 30 Telecon Discussion with Hal Johnson, Utah

Transit Authority (UTA)

Location: Via telephone

Start: 1:30 pm Finish: 2:00 pm Day: Thursday Date: June 30, 2011

<u>Name</u>	On-Phone
Hal Johnson – UTA	X
Eric Glick – NDOT	X
Matt Furedy – NDOT	X
Mike McCarley – Jacobs	Χ
Angela Thens – Jacobs	Χ
Andrew Ittigson – Jacobs	Χ
John McCarthy – Jacobs	Χ

## **Topics Discussed**

The participants introduced themselves; and Jacobs briefly described the Nevada State Rail Plan study. Jacobs asked for information about Utah's rail and rail-related plans that could affect Nevada's state rail planning.

Hal Johnson explained that UTA got involved in high speed rail when the federal government began the current high speed rail initiative and published a map showing future high speed rail lines that did not include the intermountain region. UTA's John English, who is the current chairman of the 501(c)(4) non-profit Western High Speed Rail Alliance, contacted Jacob Snow at the Regional Transportation Commission of Southern Nevada, who contacted Lee Gibson at the Regional Transportation Commission of Washoe County and others to form the Alliance. This group is an advocacy group for high speed rail that has recently held a conference and has increased the focus on future intermountain high speed rail. Hal referenced Alliance Executive Director Tom Skancke as resource; we have contacted Tom for information.

Hal noted that UTA has twice applied unsuccessfully for federal funding to update Utah's state rail plan because Utah does not have the funding for the study. He stated that UTA is interested to provide leadership for a long-term initiative, not to be the owner or operator of a rail line. He said that they have been more focused on high speed rail and have not pursued reinstating conventional-rail Pioneer Study results, in response to a question.





Very preliminary thinking has considered developing high speed rail from Salt Lake City by electrifying an existing commuter rail line to Provo and then heading south paralleling I-15 or heading west from the airport through Tooele Valley and then south. He suggested that even though the population density is lower in the area than in the more heavily-populated Northeast Corridor, Brookings Institute studies have projected intermountain west population growth and the development costs to build high speed rail would be cheaper in Utah.

Hal stated that Salt Lake City has a downtown Intermodal Hub, located near 250 South 600 West, which includes local bus, light rail transit, commuter rail, Amtrak, and Greyhound service. The facility has bus connections to the airport, and a light rail line is under construction to connect with the airport.

Hal Johnson offered to help us with additional information in the future, as needed.





## **Meeting Minutes**

Meeting Subject: July 19 Caltrans Meeting

Location: Caltrans Headquarters, 1120 N Street; 3<sup>rd</sup> floor, Rm.

3442 (San Joaquin); Sacramento

Start: 10:00 am Finish: Noon Day: Tuesday Date: July 19, 2011

#### **Attendees**

<u>Caltrans</u>: Nathan Smith; Emily Burstein, Joanne Hutton McDermott, Todd LaCasse, Carlos Ruiz, Alan Miller, Karen Thomas, Jan Perschler

California High-Speed Rail Authority: Daniel Leavitt

Amtrak: Jonathan Hutchison (call-in)

<u>Cambridge Systematics</u>: Michael Fischer

NDOT: Erick Glick, Matt Furedy

Jacobs: Mike Marler, Mike McCarley, John McCarthy, Angela Thens (call-in)

#### **Topics Discussed**

The participants introduced themselves, exchanging business cards. (Not all participants were present at all times.) Nathan Smith opened the meeting and turned it over to the Nevada representatives. Mike McCarley briefly described the Nevada state rail plan, noting that the project is about half-way through its schedule. Mike Marler then discussed the intent of the meeting to develop working relationships and collect data, reflecting Nevada's interest to learn about California's projects, priorities, and plans. John McCarthy then walked the group through an open dialog of the items included in the draft Nevada agenda for the meeting, covering the topics of existing and proposed passenger and freight rail service and improvements in the northern (I-80) and southern (I-15) corridors between the two states.

#### General

Caltrans stated that California is generally neither looking to contract nor expand its rail services, with the exception of its high speed rail project. Past service modifications have paired the system to a well-used operation.





California is developing a 2015 state transportation plan along with individual mode plans, which will be well integrated into the state transportation plan, avoiding duplication. Caltrans expects to complete its just-begun state rail plan by December 2012. By comparison, NDOT is developing a long-range state transportation plan with a 40-50-year horizon that will reference the state rail plan and other modal components.

Goods Movement Action Plan Phase 1 and 2: California is updating its freight mobility plan, engaging METRANS CSU Long Beach for a scoping study; addressing input from the California trucking industry, the air freight industry, and the Central Valley; and employing tighter definitions, to identify future projects within two years. Caltrans expects Total Commodities Transfers (TCT) data to be available in two months. A needs assessment will provide for a statewide identification of projects; public/private partnerships are expected to increase.

California offers a rail pass for state-operated rail services, and the state offers transit transfers from rail to local transit operations for patrons to reach their final destination.

## Northern California

- Caltrans noted that the California Zephyr is an Amtrak national network service that the state has fairly minimal involvement with. It links Reno with Sacramento and with Oakland in the San Francisco Bay Area.
- The CCJPA rail service, which Amtrak operates under contact to CCJPA, and CCJPA bus-from-rail operations are state-funded, as are CCJPA capital improvements. CCJPA services may benefit California Zephyr ridership. Amtrak's Jonathan Hutchison commented that states are limited to providing under-750-mile service and are generally unable to provide funding for out-ofstate rail service. John McCarthy noted that Nevada project personnel have talked with CCJPA's David Kutrosky.
- UP has funded Donner Pass improvements to accommodate double-stack intermodal shipments, linking to the Port of Oakland, and may make additional improvements on this Central Corridor line. The Central Corridor line now handles the bulk of all trips, while the Feather River line only handles about three trains a week. The BNSF operates one train a day each way on the Central Corridor line. Given the high usage on the Central Corridor line and the light usage on the Feather River line, Eric Glick questioned whether passenger rail might be shifted to the Feather River line. Amtrak's Jonathan Hutchison stated that Amtrak is happy operating on the Central Corridor line and not interested in moving.
- California is not anticipating any high speed rail service linking with Nevada in the northern corridor any time in the foreseeable future.
- Alan Miller stated that CCJPA provides three buses in each direction per day between Sacramento and both Reno and Sparks (Nugget), NV, reviewing the





- scheduled arrivals and departures. The bus service is considered fairly efficient and is well used. (A patron must have purchased a rail ticket from at least the last rail stop east of the bus departure city, such as Davis, even if that rail ticket is not used, to be able to purchase the bus ticket going, for example, to Sparks, NV.)
- Caltrans noted that \$1 billion in improvements are under construction along I-80 in California, although these improvements are not designed to increase roadway capacity. An I-80 Coalition has been established; more information is available from Caltrans' Maryville office.
- A number of intermodal improvements are in development in support of the Port of Oakland, involving Trade Corridor Improvement Fund (TCIF) financing, including: the 7<sup>th</sup> Street grade separation and roadway improvement, the Outer Harbor Intermodal Terminals (OHIT) project, and the Martinez Subdivision and Rail Improvements. Additional website information is available on these projects. Other referenced projects include: the Marine Highway, serving the Port of Oakland, and the potential to transload Port of Oakland commodities from the Army base property. (Nevada has a number of intermodal developments in the northern part of the state, including the active UP yard at the Reno Industrial Park, Fernley, and a seven-acre BNSF site that the railroad is interested in moving east. Nevada also passed an Inland Ports bill this year.)

## Southern California

- No Amtrak rail service is currently available between Las Vegas and Los Angeles, and California is not anticipating restoration of the Desert Wind service between the two cities. Caltrans did not have any comments on the proposed X train or DesertXpress services.
- The UP and BN may pursue some proposed improvements in Southern California, although the railroads are thought to generally feel that the port projections may be overly optimistic. The BNSF's capacity is contingent on possible Metrolink expansion and timing. Additional grade separations could improve rail capacity in Southern California. The Colton crossing to separate the at-grade track crossing of the UP and BNSF mainlines in Colton, which falls within the jurisdiction of the Southern California Association of Governments (SCAG), the Los Angeles area metropolitan planning organization (MPO), is a difficult project, which could enhance capacity when implemented. Michael Fischer noted in response to a question that short lines are not affecting capacity in Southern California.
- Dan Leavitt, California High Speed Rail Authority Deputy Director, stated that his authority is advancing an 800-mile-long high speed rail system in the state of California. He expects a Board decision at the Authority's August 25 board meeting on ten project-level documents. Construction is scheduled to begin first on the Fresno to Bakersfield to Merced segment, and then continue on the San Jose to Merced segment. The first segment is scheduled to open in 2017. The





alignment will be extended from Los Angeles to San Diego via the Inland Empire. He noted that two station options are still under consideration in Palmdale (the DesertXpress California terminus) and that the only alternative currently under consideration is Palmdale, although if a conceptual study is pursued for the Grapevine alternative, then the process will be opened up and development will take longer. He suggested that the most likely expansion for the system after the 800 miles are completed in state is to extend the system to Nevada and Arizona.

- Allan Miller noted that California offers daily roundtrip bus connections from the San Joaquin rail line between Bakersfield and Las Vegas with a stop in Primm, NV. A Fullerton bus is considered unlikely in the near future.
- BNSF has proposed a Southern California Intermodal Gateway (SCIG) project.
   Michael Fischer anticipates that on-dock intermodal activity will be stronger than
   inland port growth. Consultant Moffitt & Nichols has been working on the Ports of
   Los Angeles and Long Beach. The new Railex warehousing facilities at Delano
   ship produce from the Central Valley to the East Coast.





## **Telecon Interview**

Interview Subject: July 27 Telecon Discussion with Arizona DOT

Location: Via telephone

Start: 2:00 pm Finish: 2:30 pm Day: Wednesday Date: July 27, 2011

<u>Name</u>	On-Phone
Michael Kies – ADOT	X
Scott Omar – ADOT	X
Mike McCarley – Jacobs	X
Angela Thens – Jacobs	X
Steve Oxoby – Jacobs	X
Andrew Ittigson – Jacobs	X
John McCarthy - Jacobs	Χ

## **Topics Discussed**

The participants introduced themselves; and Jacobs briefly described the Nevada State Rail Plan study. Jacobs asked for information about Arizona's conventional and proposed high speed passenger rail and freight rail service and plans that could affect Nevada's state rail planning.

Michael Kies stated that Arizona just completed its state rail plan last year; it is available as part of the 2010 Statewide Transportation Planning Framework on line at <a href="https://www.bqaz.gov">www.bqaz.gov</a>. The document includes a vision for passenger rail, including intercity passenger rail, commuter rail, and high speed rail.

Amtrak's *Southwest Chief* provides daily service across Arizona and generally operates on time. Arizona would like to get some station upgrades, ticket vending machines, and checked baggage services addressed on the route through the state, as well as to move the Williams Junction, AZ stop to Williams, AZ, which is about four miles away and the location where tourists go to get to the Grand Canyon. Arizona indicates that the interface between the Thruway Bus and the *Southwest Chief* functions OK at Kingman, AZ because the bus waits, if necessary, to pick up the rail passengers making the transfer at Kingman, AZ to Las Vegas.

Amtrak's *Sunset Limited* provides service across Arizona three times a week; and the state would like to get that service expanded to daily operations and extended to Phoenix, which is about 40 miles away from the *Sunset Limited* Maricopa stop on the 1996-abandoned Welton Branch. Currently, Phoenix, the state's largest city, does not have any scheduled bus or rail linkage to the *Sunset Limited*.





Arizona's first passenger rail priority is to develop intercity passenger rail between Phoenix and Tucson, which together form the megapolitan Sun Corridor. Arizona is currently preparing an Alternatives Analysis and a Tier 1 EIS for this rail project. Later extensions would build from Phoenix to northern Arizona and from Tucson to Nogales.

Arizona is awaiting FRA's study to identify high speed rail corridors, particularly, in the so-called Golden Triangle, involving Phoenix, Las Vegas, and Los Angeles.

Arizona is coordinating with NDOT's Tracy Larkin and Sondra Rosenberg on a study, which NDOT will likely take the lead, to plan a new interstate corridor accommodating multimodal transportation uses, including passenger and freight rail, as well as interstate highway, linking Phoenix and Las Vegas and other points. While not assigned at this time, some have referred to this proposed interstate corridor as I-11.

The consultant discussed the conventional-rail X Train and the high speed rail DesertXpress projects in response to Arizona's question about passenger rail projects in Nevada.

Arizona has both east-west mainline BNSF and UPRR corridors, which link the California ports with the interior of the country. The majority of freight traffic passes through the state. The volume of UP traffic is about one-third the volume of the BNSF traffic. The BNSF is considering upgrading its two-track main to a three-track main; the line currently handles 100-110 trains a day between Kingman and Flagstaff, mainly double-stack container shipments. The UP is upgrading its line between Maricopa and Tucson to a two-track main, where traffic is expected to grow to 50-60 trains a day, and removing height restrictions, which will permit operating double-stack consists.





## **Telecon Interview**

Interview Subject: Arizona Telecon Discussion with Shannon Scutari,

Arizona Rail Expert

(slscutari@gmail.com/602.810.4505)

Start: 1:30 pm Finish: 2:30 pm Day: Wednesday Date: August 3, 2011

<u>Name</u>	On-Phone
Shannon Scutari, Arizona	X
Matt Furedy – NDOT	X
Mike Marler – Jacobs (partial)	X
Angela Thens – Jacobs	X
Steve Oxoby – Jacobs	X
Andrew Ittigson – Jacobs	Χ
John McCarthy - Jacobs	Χ

## **Topics Discussed**

Shannon Scutari, a former Arizona DOT employee, has been associated with rail projects in Arizona for a number of years. She noted that ADOT historically had a highway focus and that Arizona was historically a rail freight pass-through state. Over time the state's population has grown and matured and the focus has changed, including a greater interest in establishing rail connections to the west side of Phoenix into Nevada and Las Vegas.

She referenced the significant change in the Maricopa County regional transportation excise tax, which was set to expire in 2005 and came before the voters in 2004 for a 20-year extension. The tax extension, which was passed by a 58 percent favorable vote and was projected to generate \$17.8 billion over its 20-year life, calls for 57 percent of revenues to go to freeways, 33 percent to rail and transit, plus 10 percent to arterial streets. This modal distribution of funds reflects a very significant change from the original 1985 regional transportation excise tax that allocated 97 percent of the funds to highways and three percent to transit.

She noted that this shift to a more multimodal preference was reflected in the hundreds of comments ADOT received during its statewide public involvement for the Long Range Transportation Plan update.

Arizona worked with state partners in California and Nevada to secure \$500,000 from FRA to study the feasibility of connecting Arizona to Nevada and California via rail.





Arizona is now on the National Rail Map and the FRA study of the Golden Triangle (Phoenix, Las Vegas, and Los Angeles) is currently under way.

She noted the significant growth projected in the Phoenix-Tucson corridor, with the Phoenix area projected to grow over the next several decades from four million to eight million and Pinal County, which lies between the two anchor cities, projected to grow from 500,000 to 1.5 million. This growth brought about a need for options and funding that has been secured for an FRA/FTA EIS on a new greenfield rail line between Phoenix and Tucson. This is the Arizona Department of Transportation's first EIS for a rail corridor. Completing the EIS and getting funding (including voter approval) to build this rail line connecting the Phoenix Region, Pinal County and the Tucson Region are important steps in creating momentum for rail in Arizona and connecting Arizona to the rest of the southwest. However, preliminary and environmental planning for additional rail connections should be done simultaneously with the Phoenix-Tucson EIS since the funding and governance issues for the Phoenix-Tucson rail line will most likely take a decade to resolve. She expressed confidence that local grass-roots support for rail is growing.

She referenced Jennifer Toth, ADOT planning, as a contact in response to the consultant's inquiry about the "I-11" project.

Shannon noted Amtrak's long-standing presence in the state with the Sunset Limited and the Southwest Chief. She stated that Tucson had the second highest ridership on the Sunset Limited. She also mentioned the Welton Branch as a possible Amtrak link to Phoenix to re-energize this passenger rail service and an interest to get passengers to California.

With respect to freight rail, Shannon indicated that the challenge is to entice UPRR and BNSF to stop in the state with an operations stop, with inland port development, or with manufacturing development tying into commodities shipments. She mentioned the proposed UPRR Red Rock switching yard as a project that can improve in-state rail activity. She noted that the primary commodity that Arizona ships out of state is scrap; coal and mining commodities are also shipped. She suggested that newer products, such as manufacturing of solar energy materials and renewables, as well as information and energy commodities, may offer promise.





#### **Meeting Minutes**

Meeting Subject: August 9 I-15 Mobility Alliance Meeting

Location: Jacobs Las Vegas Office

Start: 8:30am Finish: 9:30am Day: Tuesday Date: August 9, 2011

<u>Name</u>	In-Person	On-Phone
Sondra Rosenberg - NDOT I-15 CSMP PM	X	
Bardia Nezhati, CH2MHill I-15 CSMP PM	Χ	
Don Andersen, CH2MHill I-15 CSMP Planner	Χ	
Matthew Furedy – NDOT	X	
Mike McCarley – Jacobs	X	
Steve Oxoby – Jacobs		Χ
Darwin Desen – Jacobs	X	
Angela Thens – Jacobs	Χ	
Andrew Ittigson – Jacobs	X	
John McCarthy – Jacobs	Χ	

## **Topics Discussed**

The I-15 Mobility Alliance personnel described their study and their findings, sharing information with the state rail plan team. I-15 team member Wilbur Smith addressed freight issues. The I-15 Alliance personnel furnished the state rail plan team the following key items of data: a CD with truck and rail data, which NDOT purchased for the study; a hard copy of the July 2011 "Freight Data Methodology and Output;" a hard copy of the July 2011 "Documentation of the Disaggregated FAF Database;" a hard copy of the July 2011 "Final Freight Railroads;" plus a series of other documents furnished electronically in advance of the meeting, including July 2011 "Passenger Rail," "Freight: Intermodal Facilities," "Freight: Trucks," and "Freight: Ports." The materials include FHWA Freight Analysis Framework 3 data, and the analysis addresses commodity flows. Additional data is available on the project website at www.i15alliance.com. The I-15 Alliance personnel recommended reviewing the technical memos before looking at the raw data, and they offered to answer any state rail plan team questions.

The I-15 Alliance reports were the product of a 12-month study completed the end of July that involved 400 people in four state (AZ, CA, NV, and UT), addressing programming, planning, and policy issues affecting the movement of people and goods in the I-15 corridor. The study designated a freight committee with representatives from the four state DOTs, FRA, motor transport representatives, and port representatives.





The I-15 Alliance team met with two UPRR representatives: Simon Hjelm and Rick Wilson and two BNSF representatives: Craig Morgan and Dean Wise. The UPRR discussions addressed UPRR policy at a "big picture" level, and the I-15 Alliance documents do not include any specific passenger rail recommendations. The I-15 Alliance also engaged Southwest Airlines, which expressed strong reservations about accommodating high speed passenger rail into Las Vegas.

The I-15 Alliance results address multiple modes and project 2040 data, but do not include origin-destination-pair data, such as between Salt Lake City and Las Vegas. The American Transportation Research Institute (ATRI) was consulted for trucking data, and FRA's nationwide rail study was also consulted. The I-15 Alliance's projections reveal future passenger and freight bottlenecks along the length of the I-15 corridor.

The I-15 Alliance is finalizing a master plan to be reviewed and vetted in time to be presented at AASHTO's October meeting. The I-15 Alliance is recommending projects for implementation, including early action items, which are stratified and prioritized to address systemic corridor demand. Freight shipments are particularly a problem in California, where the need for improvement is greatest. The St. George, UT distribution center was also mentioned as a key I-15 corridor shipping location.

The I-15 Alliance results will be incorporated into the Connecting Nevada effort. Sondra Rosenberg stated that the I-15 Mobility Alliance project sets a Nevada precedent for multi-state cooperation and that NDOT will be interested to update the I-15 Alliance recommendations over time, including incorporating applicable state rail plan findings and recommendations.





#### **Telecon Interview**

Interview Subject: Lori Campbell, NDOT Telecon Discussion

Start: 9:00 am Finish: 9:45 am Day: Tuesday Date: August 16, 2011

<u>Name</u>	On-Phone
Lori Campbell, NDOT	Χ
Matt Furedy – NDOT	X
Eric Glick – NDOT	Χ
Darwin Desen – Jacobs	Χ
Mike McCarley – Jacobs	Χ
John McCarthy - Jacobs	X

#### **Topics Discussed**

Lori Campbell described her role within NDOT as the Railroad Safety Coordinator responsible for addressing railroad crossings as part of the Highway Safety Improvement Program. Her focus as Safety Engineer is to make the state's transportation network safe for the motoring public. She reports to NDOT's Jim Ceragioli, who is under Chief of Safety Engineering Chuck Reider. Recently Safety Engineering was moved organizationally from the Engineering Division to NDOT's Planning section. She currently has an assistant and a temporary employee. She will send the consultant an organization chart [received 8/16].

She noted that her work involves using FHWA funding and working with FRA rules. She prepares an annual report of Section 130 projects each fall. The report addresses projects for the next year; NDOT does not develop a long-term listing of projects because of the vagaries of funding and the railroad's near-term focus.

She maintains a data base for the some 300 open, public at-grade railroad crossings in the state, as well as the low 100s of grade-separated crossings and the handful of pedestrian crossings in the state. (She noted that FRA does not distinguish between public and private pedestrian crossings.) She also has some spotty, historic data on private crossings; however, private crossings are beyond the state's jurisdiction. The data base for the at-grade crossings provides a hazard index, including safety equipment at the crossing, the train ADT, the vehicular ADT, reported incidents or accidents (which are non-employee related), etc.





FRA requires a complete inventory of public grade crossings every three years, or onethird of all crossings in each of three years. Nevada inspects one-third of its crossings each year, and all crossings are reported annually.

She meets quarterly with the Railroad Project Managers and she contacts each NDOT district annually to identify any maintenance issues; incidences, such as skid marks; signage deterioration; etc. She then assembles a team of personnel to prepare a diagnostic field review to come up with a prioritized list of grade-crossing improvement projects for the annual listing of project improvements. The invited team includes a local roadway representative (the agency that owns the roadway), a railroad representative (a north or a south UPRR representative, who is the manager of industrial and public projects, participates according to the location of the crossing), UPRR track maintenance manager, UPRR track signal manager, and the Public Utilities Commission (PUC—Vic Crumley, who inspects and regulates the state's rail crossings) and the local ndot district traffic engineer. Some 99 percent of the at-grade crossings are on the UPRR lines and the UP operates on many of the other one percent of crossings on shortlines. The museum lines, the Truckee industrial spur east of Sparks, and the Hawthorne Army Depot line are among the few exceptions.

NDOT typically receives \$1.1 million in federal Section 130 funding annually, half of which goes for hazard elimination and half goes towards signal improvements to achieve MUTCD compliance. This funding might fund one or up to 12 projects a year, depending on the size of the projects. Projects can be funded with up to 90 percent federal Section 130 funding with a minimum match of 10 percent railroad funding. The state does not contribute to the capital cost of the grade-crossing improvements. UPRR accomplishes some rail crossing improvements without waiting for Section 130 funding.

She coordinated with the National Transportation Safety Board (NTSB) investigation of the recent Amtrak train accident in northern Nevada that received national exposure. Lori will forward the consultant copies of the 2010 and the draft 2011 Railway-Highway Crossing Reports along with some PowerPoint images showing the rail safety program [received 8/16].





#### Telecon

Interview Subject: Connecting Nevada Telecon Discussion

866-994-6437 6025227782#

Start: 8:00 am Finish: 8:30 am Day: Wednesday Date: August 17, 2011

<u>Name</u>	On-Phone
Tim Mueller – NDOT	Χ
Jason Van Havel - NDOT	Χ
Brent Cain - HDR	Χ
Matt Furedy – NDOT	Χ
Mike McCarley – Jacobs	Χ
Angela Thens – Jacobs	Χ
John McCarthy – Jacobs	Χ

## **Topics Discussed**

The participants introduced themselves, and Brent Cain gave his email so that he and John McCarthy could exchange contact information. Brent stated that the Connecting Nevada Phase 2 study is in its early stages with its first steering committee and TAC meetings held one month ago. The HDR study is 18 months long and scheduled to be completed by October 2012, while the state rail plan will be completed by April 2012.

Brent noted that the Connecting Nevada Phase 2 study is a full multimodal evaluation looking out as far as 2060. Jason Van Havel stated that NDOT has a five-year planning focus for projects to be well-enough identified so that they can be prioritized. NDOT wishes to identify the methodology for the planning process to use to prioritize projects: where and when should NDOT take action, as opposed to the original Connecting Nevada goal of identifying future corridors. Tim Mueller added that HDR's involvement includes developing a statewide transportation model.

Brent expressed an interest to incorporate the state rail plan methodology for prioritizing projects rather than developing a separate approach for rail projects. He expressed interest in sharing data; and John agreed to furnish the commodities data that Jacobs purchased for the state rail plan, as well as the I-15 data that was furnished to the state rail plan project. Nevada's new Inland Port legislation was mentioned and John suggested that the State Economic Development Commission will first need to develop its report to identify where which modes might be involved in the state.





John suggested that the two projects might get together again in October following the state rail plan meeting with the UPRR on September 8 and with NDOT management at the end of September. Matt Furedy offered to set up a follow-up session in mid-October.





#### Telecon

Subject: August 18 Telecon with Michael Barron, Las Vegas

Railway Express, the "X" Train 866-365-4406 5572249#

Start: 10:30 am Finish: 11:00 am Day: Thursday Date: August 18, 2011

Name

Michael Barron, Chairman, Chief Executive Officer Matt Furedy – NDOT

Mike McCarley – Jacobs Angela Thens – Jacobs Andrew Ittigson – Jacobs John McCarthy – Jacobs

## **Topics Discussed**

The participants introduced themselves and the consultant explained the purpose of the meeting to update the status of the X train project since our May 2 meeting. Michael Barron requested a duplicate of the May 2 meeting minutes and the consultant agreed to send them to him.

Michael Barron stated that the X train project is advancing. He noted that the project had earlier secured BNSF's capacity plan and completed its agreement with Amtrak. The project has now secured UPRR's capacity plan, which was completed on July 18. The X train project anticipates finalizing agreement with the UPRR by the end of August, which will trigger taking possession of the cars that it has procured for refurbishment. The project has completed its agreement with the Plaza Hotel for a new station site in downtown Las Vegas and expects to issue a press release on the site within a week or so. Financing is ready to go, and \$400 million in insurance has been secured. He expects everything to be completed and ready to begin operation about one year from now in 2012.

Amtrak will provide the railroad engineering personnel to operate the X train as part of a public-private partnership with the Las Vegas Railway Express company, which will staff the cars, etc. While Amtrak typically pays the railroads a discounted rate in the range of \$6-10 per mile, the X train will pay the Class 1 railroads a market rate that will guarantee the X train a 90-percent on-time priority. The X train will operate at a top speed of 79 mph on existing track.





The X train is currently awaiting Metrolink's evaluation of whether service should begin at Union Station in Los Angeles and run the 28 miles in 20 minutes to Fullerton, or whether service should begin in Fullerton where Metrolink's train service converges.

BNSF and UPRR have evaluated and fitted initial X train service into their freight operations. The eastbound X train will operate from Fullerton on BNSF trackage, which is generally triple track and can readily accommodate the X train with a two-hour-30-minute operation. The eastbound X train will continue from the BNSF directly onto generally single-track UPRR trackage for the 175.8-mile distance between Daggett, CA and Las Vegas, which is programmed to take two hours and 46 minutes. The X train might increase its one round trip a day Thursday through Monday service to 40 round trips a week through the corridor in five years. However, UPRR did not want to address future increases in passenger rail service now, but rather wait until such time as increased service might be warranted to consider making capital improvements, such as adding sidings, to address capacity issues.

The X train looks to capture two percent of I-15's two million trips to make its income projections and is not programming capturing any of the air trips between Los Angeles and Las Vegas. Michael noted that Las Vegas gets about 2.5 million visitors a year. He said that despite the volatility of the current market, the investment community is looking for suitable places to invest, and that the X train has its pick of investors.

Michael offered to answer any future questions that the state rail plan team may have.



# Concept

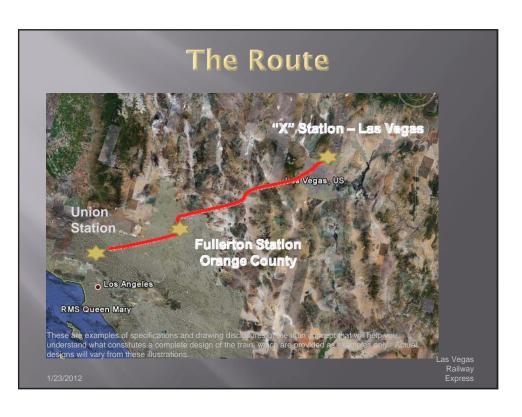
- 12 million passengers per year drive to Vegas
- Fuel cost per trip \$85 Drive time 6-7 hrs Friday
- X Train 5 hrs
- Price \$99 round trip
- Significant ancillary revenue
- Profitable in year 2
- Needs only 1.6% of drive market to be successful

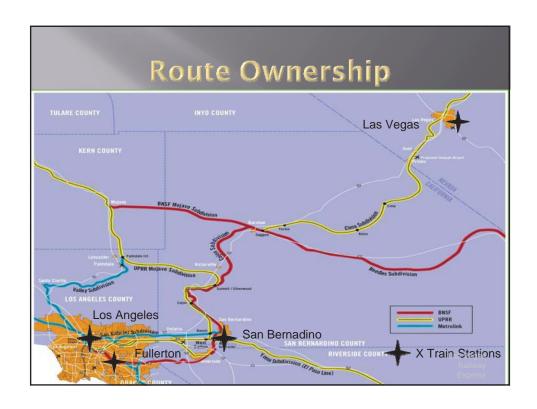
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# **Operating Rights**

- As an Amtrak branded train, X Train has operating rights over Class 1 Railroads just as Amtrak does
- Premiums paid to BNSF & UPRR for preferred signaling to run ahead of freight trains
- Exclusive rights to run passenger service on LA to Vegas existing rail corridor

1/23/2012





# Partners & Service Providers

- Amtrak Train operations, engineers & conductors
- Metrolink Station access Union Station & connectivity in LA at 55 stations
- □ City of Fullerton Fullerton Station
- Plaza Hotel Las Vegas Station

×

## **Depot & Facilities**

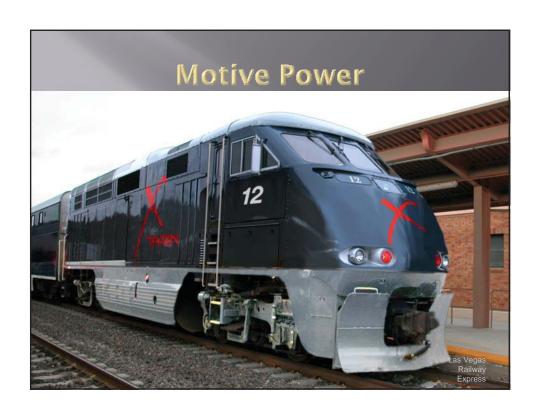
- Los Angeles Union Station
- Amtrak Service & maintenance facility
- Fullerton Station
- Las Vegas Station Plaza Hotel

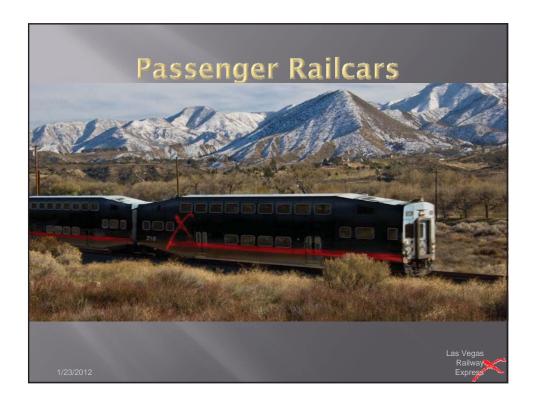
1/23/2012

# Equipment

- 2 Locomotives
- 5 Passenger Cars Non Smoking/Smoking
- 2 First Class Passenger cars
- 2 Sports Bar Non Smoking/Smoking
- 2 Food Prep cars
- Corporate Car/Private Car
- Back of the House-Office Car

1/23/2011





## **Product**

- On board Vegas style experience
- Casino style motif
- Service staff in Vegas style attire
- Table service
- Each passenger car is its own lounge car
- High tech interconnectivity
- Celebrity Chef Rick Moonen menu

1/23/2012



# Amtrak Proposed Schedule

LA -Vegas Thurs, Friday, Saturday, Sunday, Monday

Depart: Union Station 11:30 noon
Arrive: Las Vegas 5:00 pm

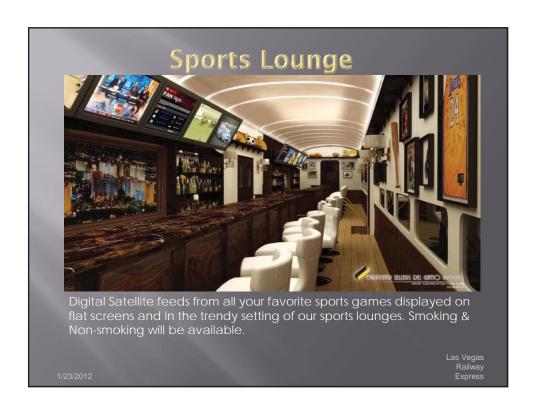
Vegas – LA Thurs., Friday, Saturday, Sunday, Monday

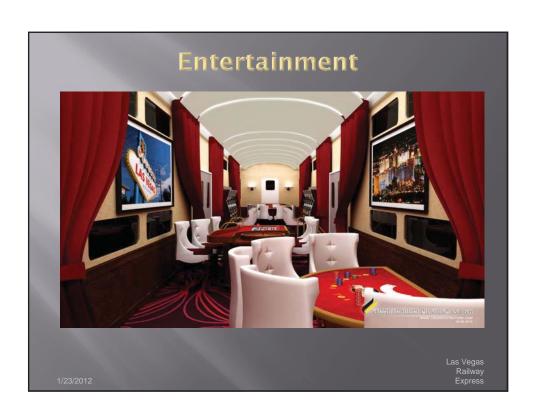
Depart: Las Vegas 7:00 pm
Arrive: Union Station 12 midnight

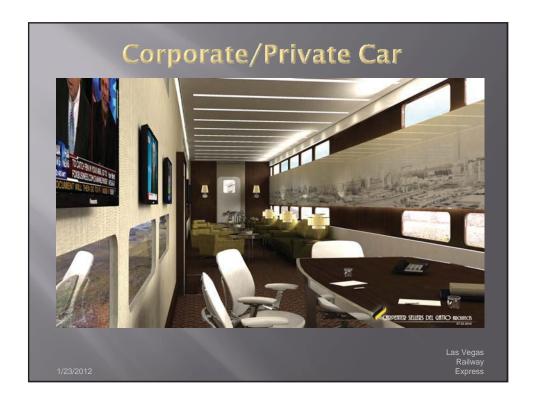
Las Vegas Railway Express

1/23/2012









# **Potential Competition**

- Desert Express private Las Vegas sponsor
  - High speed rail
  - Las Vegas to Victorville, California
  - Requires ambitious right of way acquisition
  - \$6 billion to construct new rail system
  - 7-10 years to complete if ever funded
- Mag-Lev American Mag-Lev sponsor
  - High speed Magnetic Levitation technology
  - Las Vegas to Anaheim
  - Requires ambitious right of way acquisition
  - \$15 billion to construct if ever funded

1/23/2012 15 years to complete



## Senior Management Team

Michael Barron

Joseph Cosio-Barron

**Greg West** 

John Zilliken

John Marino

D.J.Adams

Chairman/CEC

President

CFO

EVP/COC

**VP Rail Operations** 

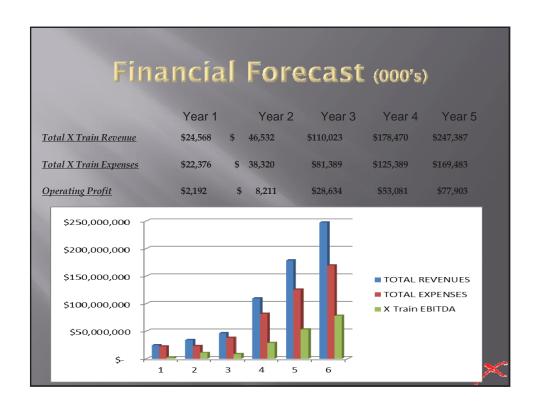
**VP Travel Marketing** 

Las Vegas Railway Express

1/23/2012







Operati	ng N	leti	rics		
	Year 1	Year 2	Year 3	Year 4	Year 5
Number of Trains at Beginning of Yr	0	1	2	4	6
New Trains Added	1	1	2	2	2
Annual Ridership ( 000's)	117	220	520	843	1,165
Yr over Yr Ridership Growth		87%	136%	62%	38%
Annual Round Trips	260	390	910	1,430	1,950
Avg # of Riders per Round Trip	453	566	572	590	598
Market Penetration (vs 12,000,000)	1.0%	1.8%	4.3%	7.0%	9.7%
Avg Ticket Price per Rider	\$116.6	5 \$121	.67 \$121.6	7 \$121.	67 \$121.67
1/23/2012					as Vegas Railway Express







#### **Telecon Interview**

Interview Subject: August 23 Telecon Discussion with Dan Kuhn, UDOT,

and Vern Keeslar, InterPlan, UDOT Rail Consultant

Location: Via telephone

Start: 1:30 pm Finish: 2:30 pm Day: Tuesday Date: August 23, 2011

<u>Name</u>	On-Phone
Daniel Kuhn – UDOT	X
Vern Keeslar, AICP – InterPlan, UDOT Rail Consultant	Χ
Eric Glick – NDOT	Χ
Mike McCarley – Jacobs	Χ
Angela Thens – Jacobs	Χ
Andrew Ittigson – Jacobs	X
John McCarthy – Jacobs	Χ

#### **Topics Discussed**

The consultant began by noting that the state rail plan team has a copy of Daniel Kuhn's March 30, 2011 paper titled, "Railroad Operations in Nevada at the heart of the Great Basin" and his August 22, 2011 email commenting on the June 28 memo documenting our June 28 telecon with Vern Keeslar, which Dan had been unable to participate in.

Dan, who had worked for Amtrak, began by elaborating on the history of the Desert Wind referenced in his email. The service began in late October 1979 using Amfleet single-level cars, similar to those used on the New York to Washington and Boston run. Superliner double-deck cars were introduced on the Desert Wind in June 1980. This Desert Wind service was provided between Ogden, UT; Las Vegas; and Los Angeles until 1983 when the Desert Wind and the California Zephyr were rerouted from Ogden to Salt Lake City. A stop was added for Caliente, NV in 1981, which Dan was instrumental in securing. New Amtrak management cut back service in 1995, making the Desert Wind tri-weekly in February 1995 and reducing the California Zephyr to fourday-a-week service in June 1995. The Desert Wind and the Pioneer were operated between Salt Lake City and Chicago on the three days when the California Zephyr did not run. The Pioneer service, first begun in June 1977, linked Salt Lake City with Ogden; Boise, ID; Portland, OR; and Seattle, WA; a few Nevada residents drove to this line to use the Pioneer. The Pioneer service was changed over from Amfleet equipment to double-decker trains in late 1981-early 1982. The Desert Wind, the California Zephyr, and the Pioneer were operated, prior to the 1995 changes, as one train from Chicago to Salt Lake City, at which point they separated, which is the way UPRR had run its own trains in the late 1960s. Both the Desert Wind and the Pioneer had a coach





car and sleeping car that would operate beyond Salt Lake City as a part of the California Zephyr. The remainder of both trains, including the locomotives, diner-lounge car, and an additional coach would originate and terminate in Salt Lake City.

Dan noted that he was pleased to see improvements under construction at the Winnemucca station when he passed through on a recent California trip. He said that Elko could use a better station, especially because people need to use it late at night in the cold of the wintertime. One problem with the Elko station is that the eastbound track and platform is separated by a fence between the tracks, requiring passengers to travel almost half a mile to get from one side of the tracks to the other. As a result, passengers who were unsure in the darkness of which side their train would be on sometimes missed their train.

He said that stops should be considered at Fernley, Wells, and West Wendover to attract people to ride the California Zephyr and to make the train more easily accessible to more of Nevada's population. He favored a stop at Fernley, as opposed to Lovelock, if only one of these two one-hour-apart locations can be provided, because Fernley relates better to nearby populations, such as at Fallon. A Fernley stop would serve as a suburban stop for the metro Reno/Carson City area inasmuch as there is limited long-term parking for rail passengers in downtown Reno. He also noted that the railroad is on an embankment at the west end of Fernley, so a station location toward the east end of town would probably work out better. Wells could also serve Ely, NV and Twin Falls, ID among other communities; the trackage used by the Zephyr at Wells is single-track and easily accessible. He suggested that a West Wendover station should be added on the west end of town rather than at the old downtown station location which is on the Utah side of the stateline.

Dan stated that he does not see intermodal traffic from China through West Coast ports coming back to its pre-2008 levels, especially on the Salt Lake City-Las Vegas UPRR line; and he noted that the UPRR continues to expand its Sunset Route, which is shorter, has more favorable grades (which significantly affect diesel fuel consumption), and better connects with multiple routes serving the rest of the country from Texas. The highest elevation on the UPRR route to El Paso is just over 5.000 ft above sea level. whereas the highest elevation on the Salt Lake City-Las Vegas-Los Angeles line is over 8,000 ft above sea level. He said that a locomotive can use 150-175 gallons of diesel fuel an hour and that UPRR has 4,000 locomotives and is the second largest US user of diesel fuel after the US Navy. He suggested visiting the UPRR website and the Association of American Railroads website. Dan said that the shift in traffic to the El Paso line has not negatively affected shippers, who retain good service on the Salt Lake City-Las Vegas-Los Angeles line. He noted that intermodal freight routed through the railroad's Lathrop, CA intermodal terminal (near Stockton, CA) has picked up on the northern Nevada UPRR line, especially west of Winnemucca, following November 2009 Donner Pass tunnel improvements.





He felt that a passenger rail stop in Las Vegas should occur at McCarran Airport or near the Airport with an Airport shuttle connection rather than downtown because the Airport has the community's greatest concentration of rental cars, which visitors will need, and because downtown/Fremont Street is not the draw it was decades ago compared with the Strip today. A stop at both locations would be best. He also noted the benefit of the Airport's airline interconnectivity. He said that Amtrak has learned the benefits resulting from suburban stops, which makes the train more accessible; and he cited the Martinez, CA, station, which is now the seventh busiest train station in the US, as proof.

Dan responded to a question about the possibility of Utah contributing financially to passenger train operations, such as between Salt Lake City and Las Vegas, as very slight. He noted that Utah's constitution only permits spending gas tax receipts on highways.

With respect to a Salt Lake City-Las Vegas operation connecting with the X Train, he noted that when passengers are forced to make a transfer, up to 25 percent of ridership can be lost. He also noted Amtrak's policy is for states to pay for service up to 750 miles in length. He noted that unlike many areas in the west where rail development led to the development of towns, the railroad between Salt Lake City and Las Vegas followed after the initial development of towns, which were built up against the mountains where the water was but the grades are too steep to operate a railroad. Thus, the UPRR railroad does not serve much population between Salt Lake City and Las Vegas; it serves Caliente, NV and Milford and Delta, UT, but not St. George or Cedar City in Utah. Historically, southbound I-15 traffic from Salt Lake City and northbound Sunday return traffic has been more concentrated to and from St. George than Las Vegas. In addition, the Salt Lake City airport is a hub for both Delta and Southwest, diminishing the need to get to Las Vegas to catch a flight at McCarran Airport. Vern noted that changes in Las Vegas college sports teams also may affect trips between Salt Lake City and Las Vegas, where Salt Lake City residents may now have a greater interest to get to Fullerton or to Anaheim, CA than Las Vegas.





#### **Telecon Interview**

Interview Subject: Nevada Commission on Economic Development

August 30 Telecon Discussion

Location: Via telephone

Start: 3:30 pm Finish: 4:00 pm Day: Tuesday Date: August 30, 2011

<u>Name</u>	On-Phone
Mike Skaggs NCED	Χ
Lindsay Anderson NCED	Χ
Eric Glick NDOT	Χ
Mike McCarley – Jacobs	X
Angela Thens – Jacobs	X
Andrew Ittigson – Jacobs	Χ
John McCarthy – Jacobs	X

#### **Topics Discussed**

The participants introduced themselves and John McCarthy expressed the state rail team's interest to learn about the economic development commission's approach to addressing the recently-signed legislation on inland ports, which calls for the commission to prepare a plan to identify inland port sites in the state.

NCED anticipates issuing a request for proposals within 30 days for a vendor to create a state plan for inland ports; the RFP calls for the study to be completed by June 2012. Eric Glick expressed interest in partnering with NCED on the project, and NCED was agreeable to having NDOT be a partner on the project. John McCarthy noted that the state rail plan will be completed in the end of March 2012 and that we might like to talk again when the inland port plan has some preliminary results. Lindsay Anderson agreed to contact the state rail plan team when NCED can provide additional information.

Mike Skaggs discussed some of the economic considerations proposed for the state that may be considered as the inland port plan is developed. One consideration is to provide for break-bulk activities in Nevada, allowing containers to be quickly off-loaded at crowded West Coast ports and then shipped inland via efficient rail with sorting and distribution occurring in northern and southern Nevada for products to then be shipped farther inland. Nevada's inland ports will look to the collocated air, highway, and rail modes in northern and southern Nevada to locate inland port facilities. Also, the inland port plan will need to examine nearby states to address competitiveness.





Interestingly, Reno is closer to China than Los Angeles and a freight forwarder is exploring air shipments to Reno. A 288-bed closed state-owned prison site at Jean, NV adjacent to I-15 has been proposed as a southern Nevada inland port site. Mike noted that foreign trade zones can be expanded to incorporate proposed inland port sites; and he acknowledged that local jurisdictions will make decisions on particular developments.

In addition, Nevada is interested to attract US companies without a western US presence that want to serve Denver and points west.

#### The New Nevada Task Force

### Road, Rail and Air Transportation Sub-Committee Report

Chair: Ralph Murphy Co-Chair: Randy Walker

Additional Committee Members: Krys Bart

Steve Hill

Subject Matter Experts: Somer Hollingsworth, NDA

Robert Lang, UNLV/Brookings Mountain West

Greg Gilbert, Holland & Hart

Susan Martinovich, Director, NV Dept. of Transportation

Our objective is to study the road, rail and air transportation assets throughout the state to identify underutilization and expansion opportunities. Based on the premise that efficient mobility and logistics are essential for sustained economic growth and diversification, identify and implement strategic improvements and enhancements to Nevada's surface and air transportation assets to expand passenger and freight capacity and efficiency.

The recommended strategies include:

#### Overview

- Identify and implement strategic infrastructure improvements in road, rail and air transportation assets to eliminate inefficiencies and expand capacity to achieve the following objectives:
  - 1. Passenger Transportation:
    - Improve and expand our capacity to deliver domestic and international tourists and business travelers to our major markets and tourist destinations.
    - Improve local road and transit systems to enhance mobility for local residents to travel to work, school, retail and leisure venues. This would include the expansion of intercity light rail rapid transit.
  - 2. Freight Logistics:
    - Enhance our capacity to import food, consumer and commercial products to our markets
    - Improve the efficiency of the distribution of goods and services with our local economy.
  - 3. Infrastructure Improvement / Employment:
    - Accelerate infrastructure improvements to achieve the objectives listed above and to mitigate the severe unemployment in the construction sector.
    - Promote permanent employment opportunities in the transportation sector to enhance operational efficiency and reduce unemployment, by exploiting grant and other federal funding opportunities for state economic improvement.

#### Road

- Improve interstate transportation with adjoining states and the remainder country by expanding or enhancing key north/south and east/west corridors, including:
  - 1. Designation and construction of Interstate 11 to improve transportation between the Las Vegas and Reno / Tahoe markets; and between Las Vegas and Phoenix-Tucson-Mexico to the south, and between Reno and the northwest mega-region / Canada.
  - 2. Continue to enhance the capacity of Interstate 15 and U.S. Highway 95 through southern Nevada.
  - 3. Expand the 20 mile segment of U.S. Highway 95 in California between the Nevada border and Interstate 40.
  - 4. Expand State Route 164 between Interstate 15 and U.S. Highway 95.
  - 5. Complete USA Parkway (State Route 805) into Lyon County.
  - 6. Expand Pyramid Highway in Washoe County.
- Improve local highways, major arterial streets and transit systems in major metropolitan areas, including:
  - 1. Authorization of public/private partnerships to enhance capacity within major markets by constructing high capacity lane improvements to improve the flow of commerce.
  - 2. Expand operation of coordinated traffic signalization to improve capacity of surface streets.
  - 3. Expand transit system capacity and connectivity to provide viable mass transit alternatives and reduce conventional traffic.
- Determine how NCED may or should interface with NVDOT in a support and advisory role.
- Engage Homeland Security in an advisory role.

#### Rail

- Facilitate initiatives to develop conventional and high-speed passenger rail service connecting our major tourist destinations and business markets with other key markets in the region, including:
  - 1. Conventional rail service between southern Nevada and southern California.
  - 2. High-speed rail service between southern Nevada and southern California.
  - 3. Conventional rail service between northern Nevada and northern California.
- Encourage development of added capacity and facilities to support expansion of freight rail service to our major metropolitan markets, including:
  - 1. Development of new rail service for manufacturing and distribution centers to support demand for shipment of goods by rail, including entitlement of a new manufacturing and distribution center in the Ivanpah Valley between Interstate 15 and the Union Pacific railroad.
  - 2. Expansion of rail yards to provide the infrastructure needed to support the anticipated demand.
- Determine reviews that should be conducted regarding the interstate distribution of freight, particularly in support of air cargo traffic to Nevada in lieu of California ports.

#### <u>Air</u>

- Support the plans and recommendations of the airport authorities in northern and southern Nevada to expand the capacity of our international airports to serve the anticipated demand for domestic and international passenger service to our tourist destinations and major business markets.
- Continue to advance the entitlement and development of a new international airport in the Ivanpah Valley, which will include state-of-the-art freight handling facilities.
- Expand corporate jet and air cargo capacity at key airports in Nevada, including:
  - 1. McCarran International Airport cargo facilities.
  - 2. Reno/Tahoe International Airport cargo facilities.
  - 3. Henderson Airport runway extension to accommodate larger, quieter corporate jets and expanded cargo handling.
- Collaborate with the International Business Development committee regarding the industries targeted for the creation of business services hubs in southern Nevada, as well as international conferences, and how the airport management can support these goals.

#### State Transportation Improvement Plan

• Incorporate all aspects of these recommendations into the State Transportation Improvement Plan to maximize the opportunity to secure federal funding, loans and guarantees to facilitate these projects.

Legislative action necessary to accomplish strategies:

• To be determined.

Organization necessary for implementation and management of initiative:

• NV Department of Transportation





#### **Meeting Minutes**

Meeting Subject: September UPRR Meeting

Location: UPRR Headquarters, 1400 Douglas Street; Omaha, NE

Harriman Center Tour: 850 Jones Street; Omaha, NE

Meeting Start: 8:30 am Finish: Noon Day: Thursday Date: September 8, 2011 Tour Start: 1:30 pm Finish: 2:00 pm Day: Thursday Date: September 8, 2011

#### **Attendees**

<u>UPRR</u>: Grant Janke, Joe Arbona, Patrick Halsted, Simon Hjelm, Liisa Lawson Stark

NDOT: Erick Glick, Matt Furedy

Jacobs: Darwin Desen, Mike Marler, Mike McCarley, Andrew Ittigson, John McCarthy

#### **Topics Discussed**

The participants introduced themselves, exchanging business cards. UPRR began the meeting with a PowerPoint presentation tailored for the Nevada state rail plan.

<u>Union Pacific—Nationally</u>: UPRR is the largest US railroad, with a total of 35,000 miles of tracks (including yard and siding track; 32,200 route miles), concentrated west of the Mississippi River. UPRR had \$15.5 billion in commodity revenue in 2010, serving 25,000 customers; employed 43,500 persons with an annual payroll of \$3.6 billion; operated 8,200 locomotives; and made \$6.7 billion in purchases and spent \$2.5 billion on capital improvements in 2010.

<u>Nevada UPRR Operations</u>: UPRR has 1,193 route miles in the state of Nevada; employs 588 personnel in the state with a payroll of \$39.1 million in 2010; spent \$26.4 million in the state in 2010, as well as \$73.7 million on capital projects for both renewal and expansion.

Also, the Union Pacific Foundation spent some \$80,000 on a range of community projects in Reno, Sparks, Las Vegas, Caliente, Winnemucca, and Elko in 2010, making awards to about two-thirds of those applying for funding. Foundation funding awarded to projects in Nevada included funds for libraries, Goodie Two Shoes Foundation (which distributed 10,000 pairs of shoes), veterans, a program to get kids to the Sierra Nevada mountains for science education, arts and sports programs for disadvantaged kids, plus UPRR's most recent signature project: principals partnership for high school principals. UPRR generally refers to its northern Nevada through route as the Central Corridor and the Cima (from Daggett, CA)/Caliente Subdivisions (to Salt Lake City) through Las Vegas in southern Nevada as the South Central Route. The Central Corridor is a combination of Western Pacific and Southern Pacific trackage, with Track No. 1 routed





westbound and Track No. 2 routed eastbound. The Central Corridor has a Class 4 track—70 mph for freight and 79 mph for passenger trains. The Donner Pass alignment west of Reno has a 2.2-percent grade compared with the more gentle grade on the much slower curved alignment of the Feather River Line, which is used primarily for bulk commodities and when massive winter snows limit usage of the Donner Pass route. To allow double-stacked containers to travel by rail, UPRR completed the tunnel notching of a single route using crossover tracks over the Donner Pass in 2009.

The Reno Branch, which has notable curvature, is not used for through traffic and no longer has any customers, although it remains in service between Reno and the Feather River Line. UPRR has no plans to take it out of service. Jerry Wilmoth may be able to provide more information on this line.

With the merger of the Southern Pacific in 1997, UPRR has invested heavily in upgrading the Sunset Route from Los Angeles to El Paso; 61 percent of the Sunset Route was double-tracked by 2010 and 68 percent is expected to be double-tracked by the first quarter of 2012. The Sunset Route yields a more favorable route to Chicago and points east using the Golden State Route between El Paso and Kansas City and BNSF trackage rights from Kansas City to Chicago, than the South Central Route provides through Salt Lake City and Omaha to Chicago and points east. This route handles the majority of intermodal traffic from Los Angeles and Long Beach. Most of the traffic shift between the two routes has occurred within the past four years; traffic will remain on the South Central Route, for example, Salt Lake City-Los Angeles business; and traffic is shifted between routes in response to construction/maintenance and weather or other conditions.

UPRR discussed some not-for-publication 2010 train counts and tonnages for various line segments. Train counts on the heaviest part of the Central Corridor amounted to low-to-mid 20s per day, including empty returns. UPRR does not have a major classification yard in Nevada. The Sparks and Elko yards are the most strategic; they are minor classification yards with run-through traffic. Elko is important because it is a crew change and fueling location. The Reno and Carlin yards handle a small number of cars, and the Arden and Valley yards are local industry yards.

Nevada Commodities: UPRR provided pie charts showing the top five commodities by volume shipped out of state (predominantly intermodal-wholesale and non-metallic minerals) in 2010 and the top five commodities received (coal by far the greatest) in 2010. UPRR serves Nevada's three coal-powered plants: Valmy and Dunphy in northern Nevada and Moapa in southern Nevada. UPRR also furnished numbers of rail cars originating and terminating in Nevada in 2007 through 2010; the numbers of cars are gradually climbing back towards the pre-Great Recession numbers.

<u>Capital Improvement Projects</u>: UPRR discussed a number of capital improvement projects that are underway or programmed in Nevada. UPRR and NDOT partnered on

# **VEVADA DOT**

#### Nevada State Rail Plan



an unsuccessful TIGER grant for Nevada subdivision siding improvements, which UPRR is now advancing on its own. The Sparks run-thru improvements, to be completed by the end of September 2011, will add and remove distributed power unit locomotives fluidly at Sparks and enhance CTC crossover capability between mainline Tracks 1 and 2. These extra locomotives are not needed on the rest of the eastbound trip, but are needed for trips over the Donner Pass. (Distributed power units, DPUs, are locomotives placed intermittently in the middle or end of the train and remotely powered from the lead locomotive to assist in getting over significant grades, 21<sup>st</sup> Century helper equipment.)

Elko run-thru improvements are to be finished in October 2011--Phase 1 (permitting mainline fueling in both directions for four trains with four separate fueling locations) and Phase 1a (more powered switches in future years). Next year, UPRR has programmed Phase I Nevada sub sidings between Winnemucca and Sparks, involving extending the Patrick siding as a first priority to get 10,000 feet of new siding track and constructing a Rose Creek siding.

Future UPRR projects include upgrading the Wesco crossover from 20 mph to 50 mph with power switches within the next five years. Phase 2 sub sidings are programmed beyond five years and include constructing Oreanna and Valery and extending Massie, as well as providing CTC at Elko with crossovers.

Partnership Principles: UPRR enumerated a number of principles for partnerships:

- Partnerships must be voluntary
- Public entities pay for public benefits from general revenue sources, not from direct or indirect railroad or shipper sources.
- Union Pacific pays for private benefits that will accrue to our company.
- Union Pacific coordinates project planning with public entities and provides reasonable input into this process.
- Public entities must not spend public funds to alter the existing competitive relationships between railroads.

<u>Commuter Access Principles</u>: UPRR also enumerated a number of commuter access principles:

- Safety
  - 1. Freight and passenger line separation of at least 50 feet
  - 2. Agency covers PTC (not required of UP) and other incremental safety requirements for its service
  - 3. Passenger vehicles must meet FRA crash standards
  - 4. Passenger stations must meet UP and FRA design requirements
- Service
  - 1. Passenger equipment must be reliable





- 2. UP freight customer service must be reliable and protected with no curfews or restrictions
- 3. Passenger service investment to protect UP's ability to locate/serve new and existing customers
- 4. UP to retain dispatching and maintenance control to maintain agreed reliability standards
- 5. Passenger operations to accommodate track maintenance

#### Liability

- 1. UP not to accept additional liability not existing "but for" the new passenger service
- 2. Agency to carry minimum liability insurance coverage of \$200 million

#### Capacity

- 1. Existing capacity is reserved for freight growth
- 2. Agency to fund all incremental capacity for passenger service according to capacity plan
- 3. Capacity plan designed to preserve ability to expand freight service
- 4. Next, more expensive capacity to be included at outset, leaving UP costneutral when it needs to invest in additional freight capacity
- 5. UP and UP-designated and qualified third party will determine infrastructure requirements
- 6. UP may allow use of existing, unused capacity of lines where freight growth is not expected

#### Compensation

- 1. Agency to cover all costs of developing the capacity plan, including UP's time and resources
- 2. Capacity plan based on UP's actual structures and operating conditions
- 3. Agency using UP assets and property to provide UP a reasonable return on investment
- 4. UP to be made whole if passenger service increases UP's tax liabilities

Other Items of Discussion: UPRR stated in response to the consultant's question that the railroad is not interested in accommodating additional California Zephyr traffic, restored Desert Wind service, or Feather River passenger service. UPRR is now engaged in negotiations and working together with the private Las Vegas Railway Express company.

UPRR is interested in two future projects in California that could have an effect on Nevada by reducing I-80 traffic. One is Donner Pass Phase 2: improving the Donner Pass crossing by notching all of the remaining tunnels and adding more crossovers and CTC. The second involves expanding an intermodal yard at Lathrop, CA, south of Stockton in the first quarter of 2012. A Draft EIR is being prepared for the intermodal yard improvements; Liisa Lawson Stark will furnish Jacobs a copy when it is available.





The consultant noted that the Reno-Lake Tahoe 2022 Winter Games Committee is entertaining bringing passengers via rail from San Francisco and to venues in other communities, such as Salt Lake City, or Sacramento. UPRR personnel in attendance were not familiar with this possibility and suggested that UPRR's Jerry Wilmoth would be the person to contact on this subject.

Relocating the Sparks yard is not on UPRR's list of future projects; UPRR suggested contacting UPRR's Western Regional Director of Industrial Development Paul McDonald on this topic, as well as discussion about Nevada's Inland Ports. UPRR is working with the developer on rail service for the Fernley industrial development. Liisa Lawson Stark stated that the UPRR would favor a face-to-face meeting and will arrange a meeting for the Nevada team with both Jerry Wilmoth and Paul MacDonald, potentially at Roseville, CA.

Patrick Halsted and his team, who work with NDOT's Lori Campbell on grade crossing projects, noted four potential areas of consideration:

- 1. siding extension projects, which involve extending a siding through an existing grade crossing and a need to eliminate the crossing;
- 2. Elimination of existing crossings within the limits of existing siding tracks;
- 3. upgrade of existing pre-emption crossings; and
- 4. parallel roadways, which result in reduced storage at crossings.

UPRR noted that some states advocate outright closure of grade crossings by refunding part of the cost of upgrading a crossing to a local community, if the community agrees to the closure. The consultant inquired about the status of the Arden School crossing in the Las Vegas area, and Patrick agreed to find out the status of a proposed pedestrian separation.

UPRR does not have any short line relationships in Nevada, and continues to operate its Mina and Thorne branches. UPRR classifies access on its rail lines, much like roadway classifications, as allowable, controlled, or restricted, depending on the line's traffic. The classification provides industry access guidelines. UPRR has a committee, which meets every two weeks, to review industrial service requests. Also, UPRR markets door-to-door service, using trucks to ship to and from rail. The consultant noted that some shippers and potential shippers expressed interest in gaining or enhancing rail service, and UPRR expressed interest in knowing these survey comments to respond to potential new business. New customers can find information in the "Industrial Development" section of UPRR's website at http://www.uprr.com/customers/attachments/industry\_guidelines.pdf

UPRR stated in response to the consultant's question that UPRR does not have any double stack height restrictions on its South Central line, although some "windmill" issues could exist with very large loads.





NDOT noted that trucks frequently back up in the winter when I-80 is shut down over the Donner Pass and inquired whether any of these trucks might be accommodated by rail, such as with a trailer on flat car (TOFC) type service. Such a service seems unlikely, because of logistical and liability reasons. It would have to be reviewed by the appropriate UP departments.

UPRR requested that the project team funnel future questions through Grant Janke.





#### **Telecon Interview**

Interview Subject: City of Fernley Interview

Start: 10:00 am Finish: 10:30 am Day: Wednesday Date: September 13, 2011

<u>Name</u>	On-Phone
Fred Turnier – City Manager	Χ
Cody Black – Associate Engineer	Χ
LeslieAnn Hayden – Grants Administrator	Χ
Mike McCarley – Jacobs	Χ
Angela Thens – Jacobs	Χ
Andrew Ittigson – Jacobs	Χ
John McCarthy – Jacobs	Χ

#### **Topics Discussed**

The consultant began by briefly describing the state rail plan project and schedule and asking for the city of Fernley's input. The city representatives then described Fernley as the state's newest and sixth largest city (bigger than Elko) incorporated in 2001. The city's land use and zoning is geared to industrial and manufacturing development. Multiple large companies have located in Fernley's industrial areas, such as Amazon dot com, MSE, Sherwin Williams, and Wayne (mechanical scales for trucking). Fernley is trucking friendly for distribution of goods. Also, Fernley has a good supply of water.

Fernley would be interested to accommodate a relocated Sparks yard in or near the city limits. Fernley noted in response to a consultant question that Sparks was amenable to relocating the Sparks yard to be able to redevelop the existing site. Clean-up of the site is evidently a concern. Two Fernley relocation sites were noted in the discussion: the existing industrial park and the one-to-two-mile-long linear area between US50 and the railroad tracks. In addition, Fernley referenced a lands bill, similar to one developed for southern Nevada, which will address Bureau of Land Management and Bureau of Reclamation parcels interspersed among privately-owned parcels, such as occurs in the linear area between US50 and the railroad tracks.

Fernley representatives met with the Union Pacific's Paul McDonald about January 2010. Fernley has also spoken with Lindsay Anderson at the Nevada Economic Development Commission about an inland port at Fernley. Fernley noted that its Crossroads Commerce Industrial Park is registered as a foreign free trade zone.





About half of Fernley's employees commute to and from the Reno-Sparks area on I-80 (Reno is about 30 miles west of Fernley). Thus, Fernley would like to have a transit system linking Reno-Sparks with Fernley's jobs.

Fernley's main street parallels the Union Pacific on the south side of the tracks. Fernley's residential areas are concentrated on the south side of the Union Pacific with industrial uses north of the rail line. An underpass and an overpass link the north and south side of the tracks, and another overpass is under consideration farther to the east at the Nevada Pacific Parkway. Fernley would like to have additional crossings. Fernley is not pursuing additional rail connections at this time; the Clean Energy Rail Center development, tapping into the Patua geothermal area, will want future rail access.

Tom Harris with the University of Nevada Reno will potentially be studying freight in the Fernley area. I-80 handles numerous truck movements but does not present notable congestion issues. The 395 and I-80 interchange could yield future problems. Fernley representatives referenced the TRIC traffic study prepared to address full build-out of the center.

Fallon is located about 30 miles south of Fernley on US50 and is more agricultural than Fernley. Fernley is sometimes chosen as a residential bedroom community, typically for a family looking for a midpoint location when one spouse works at the Fallon Naval Air Station and the other works at Carson Valley or Truckee.

Fernley has a three-year-old city hall, which the city offered to make available for the state rail plan's next public meeting. The facility also has video conferencing so it is possible to do a webinar associated with the University of Nevada at the venue.





#### **Telecon Interview**

Interview Subject: Jim Garza, County Director, Community and

Economic Development—White Pine County

Start: 2:00 pm Finish: 3:00 pm Day: Tuesday Date: September 20, 2011

<u>Name</u>	On-Phone
Jim Garza – White Pine County	Χ
Matt Furedy – NDOT	X
Eric Glick – NDOT	X
Angela Thens – Jacobs	Χ
John McCarthy – Jacobs	Χ

#### **Topics Discussed**

Jim Garza stressed the need for jobs in White Pine County and discussed the County's efforts to identify and secure growth industries that the current administration in Washington may favor for funding, notably the renewable energy sector and space aviation/aerospace technology.

The County has 160 acres and could secure another 200 acres from BLM, plus a third option for another 600-800 acres, which could be used for renewable energy business. White Pine County is at the center of the 11-state western US wind market, which is proposing to develop some 87,000 megawatts of renewable wind energy. The western market currently produces only about 12,000 megawatts. The County might attract businesses involved in manufacturing and supplying materials, parts, and structures for wind energy, for example. The County feels that it needs rail to attract this business sector.

The County is also focused on space aviation/aerospace technology, including an aerospace technology center with industrial clusters and construction of a testing facility, which a private company has entertained building. The County has approached the Nevada Economic Development Council on this initiative. BLM could make 2,000 acres available for this activity. The County needs rail access to attract this type of project.

The County would like to improve its approximately 20-mile-long rail line to serve Robinson copper mine; and the County would also like to improve the trackage between Shafter and Cobre. The County has a donation of 150,000 pounds of ballast, worth some \$3 million, which could be applied to rail improvements. Needed rail





improvements include raising some low areas of track, redoing culverts, and uncovering the rail line at US93 in Currie, which the County would like NDOT to rectify.

The County feels that \$40-50 million will be required to address its rail needs. The County is pursuing a TIGER grant, which does not require a match for rural applicants, to address the most important rail line repairs. The Shoshone Tribe could be a partner. The County could then look to get a second TIGER grant to replace the existing 60-pound rail.

The UPRR or the BNSF could be considered to operate the improved rail line. S&S Shortline has not secured the equipment storage business it sought for the existing rail line and Ely is not satisfied with the company's progress.

Jim Garza referenced Mark Bassett for additional information on Ely's Shortline Railroad.





#### **Meeting Minutes**

Meeting Subject: Abandonment of Fallon Branch Line, Churchill County

Location: Teleconference

Meeting Start: 10:00 am Finish: 10:30 am Day: Tuesday Date: October 4, 2011

<u>Attendees</u>	<b>Phone</b>
Rex Massey, Churchill County	X
Eleanor Lockwood, Churchill County	Χ
Matt Furedy, NDOT	X
Mike McCarley, Jacobs	X
Angela Thens, Jacobs	X

#### **Topics Discussed**

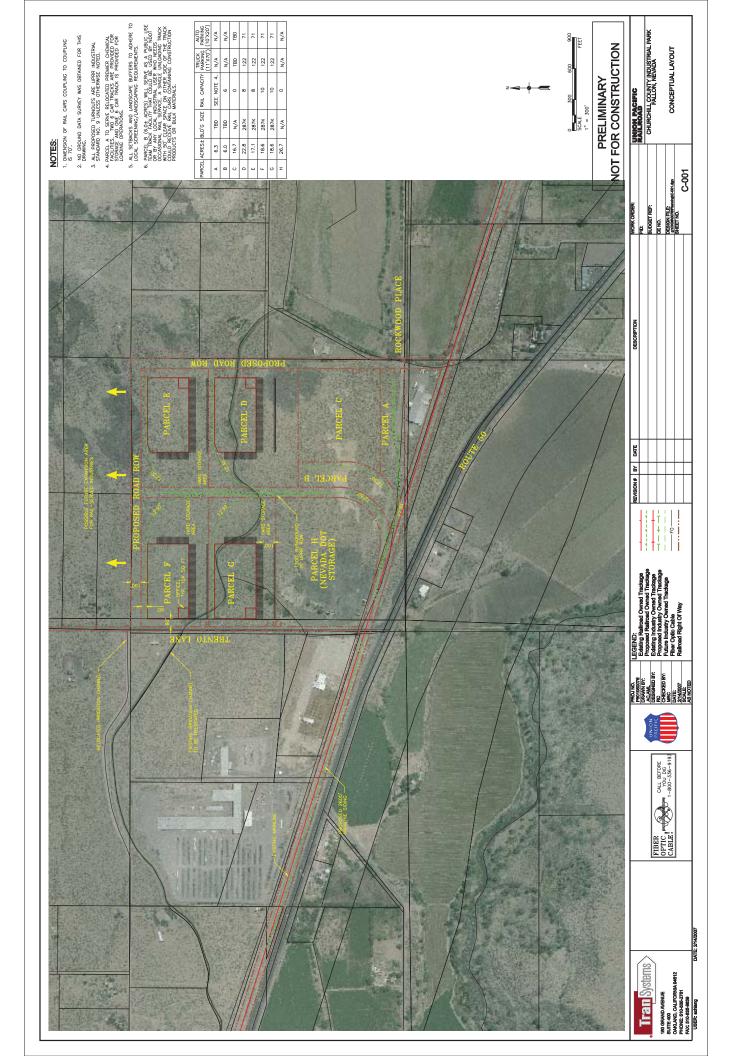
The driving force behind the push for the abandonment, which started in 2008, is there is only one user—Premier Chemicals, LLC—on the branch line. Premier, located seven to eight miles from the mainline, offloads a powder substance to the mine less than once a day. The County has discussed relocation of the site with the user, who is open to the idea. The County has also had extensive conversations with the UPRR (Paul McDonald), who is in favor of the abandonment.

Abandonment of the line resolves a number of issues, especially the elimination of six or seven at-grade crossings and improved access to US 50. The County is looking to use the right-of-way for new roads and trails, and it opens up land for development.

Relocation of the user requires some rail improvements including 6,200 ft. siding and turnaround, and 1,500 ft. spur. Plans were drawn, the County had extras funds to put towards it at the time, but the initiative stalled when the recession hit.

Funding is an issue. The user is open to relocation, but does not want to pay out of pocket for it.

Currently, there is no letter of intent or agreement on the subject matter between UPRR and Premier Chemicals.

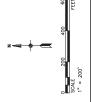




- 1. DIMENSION OF RAIL CARS COUPLING-TO-COUPLING ASSUMED TO BE 70'.
- NO GROUND DATA SURVEY WAS OBTAINED FOR THIS DRAWING.
- 4. PARCEL 77 TO SERVE RELOCATE PREMIER CHEMICAL FACULITIES. ONE 7 CAR TRACK IS PROVIDED FOR LOADING OPERATIONS. CAR TRACK IS PROVIDED FOR LOADING OPERATIONS. ALL PROPOSED TURNOUTS ARE UPRR INDUSTRIAL STANDARD UNLESS OTHERWISE NOTED.
- 5. ALL SETBACKS AND LANDSCAPE BUFFERS TO ADHERE TO LOCAL SCREENING/LANDSCAPING REQUIREMENTS.
- 6. SIDNG TRACK A STORAGE TO INCLUDE 25 CARS @ 70" = 179G AND 2 LOCOMOINTS @ 125" = 250° FOR A TOTAL CLEAR LENGTH OF 2000.

  7. PROPERTY LIES AND EXERNENTS SHOWN ARE APPROXIMATE.

NAME	LENGTH	CARS	
IDING TRACK A	2,000	25	
EAM TRACK B	350	5	
REMIER TRACK C	490.	7	
REMIER TRACK D	490,	7	
HEELER TRACK E	200.	2	
TOACK E	1007	-	



# PRELIMINARY NOT FOR CONSTRUCTION

C-001.1

REVISION# BY DATE

UNION PACIFIC
RAILROAD
CHURCHILL COUNTY INDUSTRAL PARK
FALLON, NEVADA

CONCEPTUAL LAYOUT





#### **Telecon**

Subject: October 11 Telecon Discussion with Idaho DOT

Start: 3:00 pm Finish: 3:30 pm Day: Tuesday Date: October 11, 2011

Name

Maureen Gresham – Idaho DOT Josephine O'Connor – Idaho DOT Darwin Desen – Jacobs Mike McCarley – Jacobs Angela Thens – Jacobs Andrew Ittigson – Jacobs John McCarthy – Jacobs

#### **Topics Discussed**

The participants introduced themselves; and Jacobs briefly described the status of the Nevada State Rail Plan study and the project's interest to contact each of the adjoining states. Jacobs asked for information about Idaho's rail and rail-related plans that could affect Nevada's state rail planning. No active rail lines or interstate highways link the two states.

Idaho has a REDIFiT revolving loan program that the state legislature has approved for freight transportation improvements.

Idaho is soon to issue a request for consultant services to prepare a state rail plan, which is being funded with federal high-speed rail dollars and will replace the state's 1996 plan. Completion of the plan is scheduled for November 2012. The Idaho plan will focus on freight shipments; high speed rail is not expected to be developed in the state at this time. Idaho is not actively pursuing restoring Amtrak's Pioneer service, which was addressed in an Amtrak study, given a lack of demand. The state plan will focus on freight shipments using all modes.

Idaho has an Inland Pacific Hub study, which includes a recommendation to broaden the definition of "ports" to include facilities other than ports on the water. The State Legislature is entertaining changing the state code to reflect this broader definition. The state has a number of companies, which could be located most anywhere, that have chosen to locate in areas, such as Coeur d'Alene and Sandpoint, because they like the areas' amenities. These companies generate some freight and trans-load shipments. In addition, Lewiston, ID, which is the farthest west Coast inland seaport, accommodates large shipments of containers and oversized loads destined for Montana and Canada.





#### Telecon

Subject: October 20 Telecon Discussion with Oregon DOT

Start: 2:30 pm Finish: 3:00 pm Day: Thursday Date: October 20, 2011

<u>Name</u>	<b>Phone</b>
Bob Melbo – Oregon DOT	Χ
Mike McCarley – Jacobs	Χ
Angela Thens – Jacobs	Χ
Andrew Ittigson – Jacobs	Χ
John McCarthy - Jacobs	Χ

#### **Topics Discussed**

The participants introduced themselves; and Jacobs briefly described the status of the Nevada State Rail Plan study and the project's interest to contact each of the adjoining states. Jacobs asked for information about Oregon's rail and rail-related plans that could affect Nevada's state rail planning. No active rail lines or interstate highways link the two states.

Oregon's DOT Rail Division has a staff of 26 persons, and the state has a separate public utilities commission. ODOT has statutory authority over all crossings of rail lines in the state (including grade-separated crossings) and can open, close, or alter the crossings by issuing an "order" permit to make changes. ODOT also enforces the federal safety program in Oregon and is paid to enforce FRA's regulations.

Oregon issues lottery-backed bonds to fund improvements. Connect Oregon funds can be used for non-highway projects, which secured \$100 million in each of the last three years, of which \$140 million has gone for rail projects. The funds are issued as 80-20 grants. Connect Oregon 4, which is affected by the current down economy, will provide about \$40 million next round, rather than \$100 million. ODOT has spent some of the funds out of state, for example, on the Lake County Railroad, 15 miles of which are in Oregon and the rest are located in California.

Connect Oregon project selection considers: reduced business transportation costs; economic development; job creation; mode and area linkages; the size of the applicant's match; and readiness to construct. ODOT vets the applications for a reality test, then they go through a committee review process, including a rail advisory committee review and a subject-area committee review from which two committee delegates join others in a super committee, with the Oregon Transportation Committee signing off on the final selections.





The Cascades line is the premier passenger rail service operated in Oregon; Amtrak operates it. Oregon supports this service with about \$5 million annually; the route yields about a 50 percent recovery ratio on fares. Amtrak operates the Cascades line, which serves Portland and Eugene and connects to Seattle and Vancouver. One train on the route is a 1971 heritage train between Portland and Seattle. The state of Washington will need to pick up additional service costs in October 2013 as a result of PRIIA requirements.

Additional round-trip service is programmed for the Cascades line, and operations are programmed to increase to 79 mph in three years. Capacity improvements (for example, two sidings and CTC) will be made on BNSF and UPRR trackage to accommodate the increased operations. Additional equipment (two new articulated, tilt-technology Talgo passenger trains) is also being purchased for the Cascades service with delivery expected summer 2012, which will help with vehicle maintenance rotation. Discussion on equipment maintenance is underway, focused on the Talgo Seattle maintenance facility. Enhancements over the next two years will reduce by up to 10 minutes the running time between Portland and Eugene, which is currently scheduled at 2 hours and 35 minutes. Ultimately, the state would like to reduce trip time to less than 2 hours.

Oregon is interested in high speed rail service that operates only at a top (intermediate) 110-mph speed because of the state's interest to continue to serve a number of closely-spaced communities.

Oregon is doing a Corridor Improvement Plan that will include a first tier EIS that, by definition, will include an alternatives analysis to determine which route would best serve the corridor for the long-term investment. The study is funded with \$4 million in federal monies and \$6 million in state funds. Cambridge Systematics is under contract to update Oregon's 2001 state rail plan in 24 months with completion scheduled for late 2012/early 2013.





#### **Meeting Minutes**

Meeting Subject: November 1 UPRR Meeting

Location: UPRR Offices: 10031 Foothills Blvd.

Roseville, CA 95747

Meeting Start: 10:00 am Finish: 11:30 Day: Tuesday Date: November 1, 2011

#### **Attendees**

	In Person	Call In
UPRR:	Scott Moore, Jerry Wilmoth, Paul MacDonald	Grant Janke
	•	Liisa Lawson Stark
NDOT:	Eric Glick, Matt Furedy	
Jacobs:	Mike Marler, Mike McCarley, John McCarthy	Andrew Ittigson

#### **Topics Discussed**

The participants introduced themselves, exchanging business cards. Grant Janke confirmed that no further changes are required in the revised meeting minutes of our September 8 meeting in Omaha. The participants then discussed the items listed in the agenda prepared for the meeting.

#### 1. 2022 Olympics Passenger Rail Potential

The consultant noted that the concept of using passenger rail to move visitors and athletes to and from alternate venues and international airports is just now being considered as part of a potential bid for hosting the 2022 Olympics at Reno-Tahoe. The consultant asked for the railroad's view on the possibility of being able to accommodate such passenger movements. UPRR stated the Donner Pass route is its core intermodal route from Oakland through the Lathrop, CA yard to points east and that this predominantly two-track route is constrained by a single-track two-mile-long tunnel at the top of the pass, where environmental conditions would make widening very difficult and expensive. Thus, the physical conditions on this line segment will not easily accommodate double-tracking, and so this line segment would not have the capacity to accommodate additional passenger movements

The consultant inquired about using the Feather River Branch or providing passenger service just to Salt Lake City. UPRR noted that the Feather River Branch provides the primary bulk freight line for heavier freight movements and that it is a very circuitous route. The Feather River provides a slow connection between Reno and Sacramento, taking something like five hours to negotiate, and thus it would take longer than





passenger movements on I-80. In addition, winter time, when the proposed passenger movements are desired, is when UPRR most often transfers Donner Pass trains to the Feather River route because of the weather. UPRR feels that upgrading the Feather River to accommodate Olympics passenger rail service would not be a cost effective investment. UPRR noted some of the significant capital investments required to accommodate additional passenger service, for example, on the Capitol Corridor or on the Martinez-to-Oakland line in California. UPPR commented that bus service would still be needed to bring people from a Truckee rail stop to Tahoe. UPRR also noted the significant capital and environmental challenge involved in adding capacity in Utah across the causeway through the Great Salt Lake, which would make adding capacity for Reno-Salt Lake City service very challenging. UPRR also noted that expanding local mining service affects track capacity and must not sacrifice through freight traffic.

#### 2. Inland Ports

The consultant noted that Nevada has recently implemented Inland Port legislation and that the Nevada Economic Development Commission is beginning a study to consider locating such a facility in northern and in southern Nevada. The consultant inquired about UPRR requirements for providing service to such facilities. UPRR noted that it has some information on this topic on its website under guidelines for industrial tracks. Long sidings, long leads, and substantial on-site train marshalling are among the necessary rail features of such facilities. Better sites are located in populated areas with utilities, as opposed to a remote location. UPRR will be interested if a proposed site complements the railroad's operations and whether it fits with the railroad's mainline capacity. A facility needs to be short-haul competitive, which historically was 700-800 miles, but may be shorter now. UPRR referenced a public study on this topic that SCAG prepared as potentially providing useful information.

#### 3. Sparks Yard

The consultant inquired about UPRR's position on a proposed relocation of the Sparks yard. UPRR noted that the railroad had participated in a meeting that Senator Reed's office called on the topic, and UPRR furnished a copy of a letter that Nevada's Attorney General sent on the topic and the railroad's written response. Basically, the Sparks yard is adequate for UPRR's purposes and the railroad has no need to relocate it. UPRR has invested in the yard with electronic fencing and other improvements. UPRR's operations are not constrained at the existing facility; the Sparks yard is not a destination for Donner Pass intermodal shipments, which are through movements, and trains are not refueled at the Sparks yard. UPRR has a DPU run-through track available. In addition, UPRR would not be interested to move the facility much farther east, which would add grade, and affect the crew change.





#### 4. Fallon Transload Facility Relocation and Line Abandonment

The consultant inquired about the proposed changes in service and operation at Fallon. UPRR has discussed the Fallon proposal multiple times for a number of years. UPRR is not opposed to accommodating the change if the involved parties pay for it. UPRR wishes to continue to serve the existing, private transload shipper.

#### 5. Reno Branch Line

The consultant inquired about the status of the Reno Branch and whether it might be a candidate for future abandonment. UPRR stated that a number of industrial users are located on the Reno Branch line, including Amerigas, the Vecca (sp?) plant, a newer GM plant, a Michelin tire factory, R. Donnelly (sp?), and P-Vine (sp?), with Enterprise Partners, a propane operation located near the end of the branch line. UPRR also noted an interest to keep the Reno Branch for redundancy because it offers a detour for core route shipping that would be hard to readily create from scratch; recent incidents on core lines have proven the value of having some redundancy. The former Parr Yard was leased, and UPRR did not renew the lease. The railroad maintains a through-track right-of-way and the family trust owns the former yard, which remains in place and is out of service.

#### 6. X-Train

The consultant asked if the UPRR has any updates on the X Train negotiations. UPRR noted that the X Train project made a public presentation and engaged in a public discussion at the recent Railway Age conference.

#### 7. Other Items

NDOT offered to present the draft state rail plan to UPRR for review and comment.

NDOT and UPRR discussed the TIGER grant process and an unsuccessful joint application. The parties expressed an interest to find other suitable opportunities for future applications.

UPRR agreed to furnish the consultant its high speed rail criteria guidelines.

UPRR will have its steam train in downtown Las Vegas shortly before Thanksgiving. No publicly scheduled events are planned in Las Vegas, although UPRR would be happy to show the steam train to the state rail plan participants at that time. The train will be returning and heading across northern Nevada in 2012, UPRR's 150<sup>th</sup> anniversary.





NDOT referenced a proposed highway-rail crossing where settlement is occurring at Gerlach, NV and where NDOT is interested to make improvements. UPRR will follow up with Eric Glick.





## **Meeting Minutes\***

\*Minutes as drafted with American Maglev Group reservations attached.

Meeting Subject: Maglev TAC Comments Location: Jacobs Las Vegas Office

Meeting Start: 9:00 am Finish: 10:00 am Day: Tuesday Date: January 31, 2012

## **Attendees**

	<u>In Person</u>	Call in
CA-NV Super Speed Train Commission	Richann Bender	Neil Cummings
		Bob Sergeant
Parsons	Jean-Paul Woyton	
NDOT		Matt Furedy
Jacobs	Mike McCarley	John McCarthy
	Angela Thens	Andrew Ittigson
Burns & McDonnell	Darwin Desen	

## **Topics Discussed**

Mike opened the meeting and turned it over to Richann, who had requested the follow-up session. Richann thanked the project personnel for meeting, asked if we had any questions about the maglev comments furnished, expressed an interest for the maglev project to be included in the Nevada state rail plan, noted that maglev has strong support from the general public and expressed the view that this support is important, plus requested an opportunity to review the final document before it is published. Angela noted that a draft copy of the state rail plan will be published on the project website on February 13, which is the date of the project's Las Vegas public meeting and will be followed by a 30-day comment period.

Mike and John inquired about the status of the project since April 2009 when progress appears to have stalled. The maglev personnel noted that the American Magline Group (AMG) has written a letter to FRA Administrator Joseph Szabo and is still awaiting a reply concerning release of the \$45 million Congressional ear-mark for a start-up project in Nevada for which AMG has put forward a 20-percent match.

John noted that recent Los Angeles Times reports have indicated that the California High Speed Rail Authority has studied and ruled out the Grapevine option, which would not serve Palmdale, CA; and the maglev personnel agreed that the Grapevine comment is no longer valid.





Jacobs raised the issue of maglev's limitations with respect to interoperability technology, which appears to be a major FRA initiative. The maglev personnel noted that the ARTIC interface will provide intermodal connections and that an FRA staff interest should not overrule a Congressional funding decision.

In addition to the point-by-point TAC review comments, the maglev personnel referenced the evaluation guidelines which they submitted at the time of the first TAC meeting. Jacobs has this suggested evaluation material. Darwin requested a copy of AMG's public private partnership agreement to review.

With respect to the request of the maglev personnel to include the maglev project in the Nevada state rail plan, the study participants noted that the project is presented and discussed; and the maglev personnel stated they felt it is presented favorably. The study participants understanding is that FRA needs each state rail plan to choose from among competing projects in the same corridor. The DesertXpress project has environmental clearance, including an FRA Record of Decision and STB route approval, which significantly enhances its probability to get implemented sooner than maglev, placing it ahead of maglev in the Las Vegas to southern California corridor. Matt suggested that the maglev personnel may wish to meet with Tracey Larkin-Thomason, NDOT's Assistant Director, Planning to further discuss the project.



March 16, 2012

VIA E-MAIL (angela.thens@jacobs.com) Angela Thens Jacobs Engineering

> Re: Draft Minutes From Meeting with AMG and CNSSTC re Nevada State Rail Plan

Dear Ms. Thens,

The American Magline Group (AMG) is in receipt of the minutes prepared by your office in connection with the meeting that took place on January 31, 2012 with Jacobs Engineering and the California-Nevada Super Speed Train Commission, American Magline Group and Nevada Department of Transportation concerning the California-Nevada Interstate Magley project. With all due respect, minutes are supposed to reflect what was actually discussed, but there was no discussion (and certainly no understanding among the "study participants") of the FRA's alleged direction to the state of Nevada that it must make a choice between the DesertXpress and the CNSSTC's maglev project, which has not been an issue until now, and did not stop the FRA from agreeing to sponsor the DesertXpress' EIS in 2006 when Nevada's clear choice at that time...made by the CNSSTC, a Nevada state agency by statute (NRS 705.42935) and supported by NDOT...was the California-Nevada Interstate Maglev Project. And, there was never a mention in our meeting of the DesertXpress having a Record of Decision as the reason for excluding the Nevada state agency's (the CNSSTC) maglev project from the evaluation matrix.

In truth, the state of Nevada made a choice 20 years ago when the CNSSTC, a Nevada state agency, selected the maglev technology for the I-15 corridor between Las Vegas and Anaheim, and then solicited and selected a private partner/franchisee (NRS 705.4294) in 1997 to join the state in its effort to design, build and operate a maglev train system in this corridor (the American Magline Group). The AMG has since then relied upon this franchise/partnership by spending hundreds of thousands of hours and millions of dollars in time, materials and lost opportunities in pursuit of the goals of this partnership as established by state statute (NRS 705.4291 et. seq.). The state of Nevada, therefore, has made a choice that it must stand by, and to ignore that choice in the new Nevada State Rail Plan is disingenuous, a breach of contract and a breach of the covenant of good faith and fair dealing owed by the state of Nevada to its private partner/franchisee, the American Magline Group, which has relied to its detriment on the Public-Private Partnership Agreement it entered into with the state of Nevada, dated August 21, 2000 (copy attached).

### AMG

**0**02

Very Truly Yours American Magline Group

By: M. Neil Cummings, Esq.

Its: President/

MNC: jk Enclosure





## **Meeting Minutes**

Meeting Subject: Pullman Palace Car Company

Presentation

Location: Jacobs Las Vegas Office

Meeting Start: 2:00 pm Finish: 3:30 pm Day: Wednesday Date: March 7, 2012

## **Attendees**

	<u>In Person</u>	Call In
Pullman Palace Car Co.	Romm Doulton, Elaine Doulton,	
	James Clark, Zev Kaplan (attorney)	
NDOT	Matt Furedy	
Jacobs	Mike McCarley, Angela Thens,	John McCarthy,
	Ray Herweg	Andrew Ittigson

## **Topics Discussed**

Following introductions, Romm Doulton, Chairman and CEO, Pullman Palace Car Company, Limited (PPCC) provided a PowerPoint presentation noting that PPCC, headquartered in Las Vegas, has four individual owners and is working to advance ten interrelated projects, which include multiple commercial developments. The total investment is estimated to conservatively exceed \$500 million for the overall plan, excluding various joint development projects that are ancillary to the primary rail projects described herein. He also identified numerous key partners and advisors, and distributed multiple handouts (attached). Three key PPCC rail projects are conventional passenger rail services between Las Vegas and Southern California (City of Lights/City of Angels), commuter-tourist service in Las Vegas (The Punter), and rail-served automated cold food storage facility (Railport Las Vegas)

The projects are summarized below.

## Conventional Rail Service

The goal of the conventional passenger rail service between Southern California and Las Vegas, using existing freight rail lines, is to begin service in the first quarter of 2014 with a roundtrip train extending from Union Station in Los Angeles to an 11-acre site that PPCC controls near the south end of the Strip in Las Vegas and return. This train is dubbed the City of Lights, is projected to require a capital investment of \$115 million, and to draw 390,000 passengers annually. Then in the first quarter of 2016, the





company proposes to launch a second roundtrip train extending from its Las Vegas terminus to Union Station in Los Angeles and return. This train is called the City of Angels and is expected to draw an additional 390,000 passengers. Finally, in the fourth quarter of 2018, the company proposes to launch its third roundtrip train, the City of Dreams, extending from its Las Vegas hub to Disneyland in Anaheim at the Anaheim Regional Transportation Intermodal Center (ARTIC), which is expected to open in 2014, and return with possible intermediate service to San Bernardino and Riverside, CA.

The service will be scheduled for non-peak mid-morning departures and mid-afternoon arrivals, operating six days a week, Wednesday through Monday, at an average speed of 52 mph and making the trip in five hours each way. The company is interested to market a range of multiclass services comparable to a luxury cruise line experience, including amenities catering to the Asian market. The company expects to draw new riders to its service, rather than draw from those making the existing I-15 trip. The cost of the passenger service will be dynamic, based on the class of service and the demand. The 11-acre south Las Vegas Strip hub site is programmed to include a 20,000 sq ft multimodal terminal and 700 parking spaces, plus other commercial development, including a non-gaming hotel.

The Pullman Palace Car Company proposes to operate the service itself rather than use Amtrak, but will engage a third-party contractor as operator, acceptable to the railroads, on UPRR San Gabriel, BNSF Riverside, and UPRR Yermo to Las Vegas trackage. The company is also interested to upgrade 18 miles of Cima/Kelso track to facilitate the transition between the BNSF and UPRR tracks. The company intends to acquire new locomotives and to acquire and refurbish former Atchison, Topeka and Santa Fe Railway Hi-Level cars with both short and long domes, plus single cars, to create 16- to 26-car consists.

The Pullman Palace Car Company proposes to privately finance its train service, as demonstrated by an LOI from a major investment fund, and has secured letters of introduction from prominent persons (list attached) to begin negotiations with the railroads to discuss operating on their trackage between Las Vegas and Los Angeles. Pullman is currently in dialogue with the GOED to obtain support and currently working with DBI-USA for development of the service.

## Commuter-Tourist Service

PPCC proposes to establish a public private partnership with Henderson, Boulder City, Clark County, the State of Nevada, and the company to develop and operate a hybrid commuter-tourist train, between Las Vegas, Henderson, Hoover Dam, and Boulder City, called the Punter. This proposed hourly 12-trains-a-day passenger rail service seven days a week would use the full length of the Boulder City Branch Line (BCBL) that UPRR, City of Henderson, and Nevada Southern Railway in Boulder City own, plus the UPRR's South Central Route mainline to the company's hub near the south end of the Strip. The company proposes to operate bi-level push-pull equipment averaging 46





mph to make the trip in 30 minutes each way with five-to-seven cars, accommodating 600-1,000 passengers. The company states that UPRR has indicated a willingness to assign its trackage to the proposed P3, provided that UPRR will maintain freight rail access on the branch in perpetuity. The project's intent is to stimulate economic development along the line, which may include a free-entry themed "retailtainment" attraction in Boulder City, a business park and an industrial park, which could meet the state's needs for a downstate inland port. In addition, Pullman proposes to establish a TrainWorks passenger railcar refurbishment and maintenance facility in Boulder City. Moreover, there is a proposed excursion train providing gourmet dining for corporate outings and other special events called the Epicurean. Discussions among the proposed participants must advance to try to build a consensus for advancing this proposal, which may benefit from public funding sources.

## Railport Las Vegas

PPCC has proposed developing a 10-million-cubic-foot rail and truck-served automated 50,000-pallet frozen, cold and dry storage facility in Las Vegas, called Railport Las Vegas, to be served from the UPRR's South Central Route and BCBL, and located adjacent to the development company's proposed passenger rail hub alongside I-15 near the south end of the Las Vegas Strip. This proposed facility is estimated to import 4,000 pallets delivered by 60 railcars daily thereby adding additional freight traffic to the underutilized South Central Route. The PPCC will need to develop its on-site rail access in agreement with UPRR to affect this proposed cold-storage terminal.



## Comprehensive Master Plan Addressing the Southern Nevada Rail Plan Objectives

## **Synopsis**

Pullman is planning the development and operation of an integrated family of projects in Southern Nevada that will return passenger and freight rail service to the region by revitalizing the Boulder City Branch Line.

## The benefits the local community will realize from these projects include:

- Creation of over one thousand direct new jobs from passenger train
- Addition of over twenty thousand secondary and tertiary jobs
- Generation of one million new tourists each year
- Additional visitor spending of nominally \$1.2 billion per year
- Reduced cost of products imported to the region
- Significant reduction in carbon emissions
- Reduced congestion on highways and local streets

## The Pullman projects include:

- Conventional passenger rail service
  - o Intercity service between Southern California and the Las Vegas Strip
  - o Tourist service between Las Vegas and Boulder City/Hoover Dam
  - o Commuter service between Las Vegas, Henderson and Boulder City
  - o Excursion luxury dinner train
- Passenger/Commuter rail stations to support these rail services
  - Pullman Central at the south end of the Las Vegas Strip
  - Eastern at Warm Springs
  - o Cornerstone Park/Stephanie Street Station
  - o Downtown Henderson Station near Water Street
  - College Drive/Southern Nevada Community College
  - o Boulder City Terminus
- Coordination with RTC for local bus or trolley service at each station
  - o Pullman Central link to RTC Regional Bus Terminal
  - o Boulder Station trolley link to Boulder City Historic District
  - o Stephanie Street Station link to the Henderson retail district
  - Henderson Station link to Downtown Henderson
- Rail freight facilities
  - Multimodal freight handling inland port
    - 10 million cubic foot automated pallet transfer and storage facility
    - Frozen, cold and dry storage for 50,000 pallets
    - Import of 4,000 pallets delivered by 60 rail cars daily
    - Export of rail and truck backhaul loads
  - Short line freight service to Henderson and Boulder City
  - o Rail served master planned industrial park
- Other transit oriented developments
  - Pullman Palace Hotel at Pullman Central
  - o Free entry Themed Retailtainment Attraction at Boulder City
  - Corporate Business Park at Boulder City
  - o Pullman Corporate Office at Pullman Central
  - o TrainWorks passenger railcar refurbishment and maintenance facility at Boulder City

# DULLMAN DALACE CAR COMDANY, LIMITED DASSENGER TRAIN

Projected City of Lights-City of Angels - Market Penetration

	Available	Capture %	Projected		
Passenger Source	Market	Market	Passengers	Passengers	% Train
COL and COA	Per Year		per Year	per Trip	1 Train Capacity
I-15 (existing)	10,800,000	1.00%	108,000	346	26.7%
LAX/ Burbank	800,000	2.00%	40,000	128	%6.6
LAUS	108,000,000	0.25%	270,000	865	%2'99
LAX/ BUR/LAS Asian	1,500,000	3.00%	45,000	144	11.1%
Other Intl Visitors	3,000,000	3.00%	000'06	288	22.2%
Asian Americans	1,700,000	3.00%	51,000	163	12.6%
LA County (New)	10,000,000	1.00%	100,000	321	24.7%
Las Vegas (Existing)	000'006	10.00%	000'06	288	22.2%
Train Fans	6,000,000	1.00%	60,000	192	14.8%
Total	142,700,000	%09.0	854,000	2,737	210.9%
Target		0.24%	344,230	1,103	82.0%
Above Target		0.36%	509,770	1,634	125.9%
Number of Trains @ Target	e e				2.48
Break Even		%80.0	113,393	363	28.0%
Above Break Even		0.52%	740,607	2,374	182.9%
Number of Trains @ Break Even	k Even				7.53

Projected City of Lights-City of Angels - Economic Impact on Nevada Jobs and Revenues

rains in Service	Year	+	2	3	4	9	9	7	Totals
City of Lights									
City of Angels City of Dreams									
Passengers		119.808	344.230	688.459	688.459	1.032.689	1.032.689	1.032.689	4.939.022
City of Lights		119.808	344.230	344 230	344,230	344.230	344.230	344 230	2.185.186
City of Anoels		0	0	344.230	344,230	344 230	344.230	344 230	1,721,148
City of dreams		0	0	0	0	344 230	344 230	344 230	1 032 689
Las Vegas Travelers	9.0%	10,783	30,981	61,961	61,961	92,942	92,942	92,942	444,512
Las Vegas Visitors		109.025	313,249	626.498	626.498	939.747	939.747	939.747	4.494.510
Pullman Jobs		293	308	492	492	676	676		
Management & Staff		120	124	124	124	124	124		
City of Lights		173	184	184	184	184	184		
City of Angels				184	184	184	184		
City of Dreams				Control of the Contro		184	184		
Room Nights	2	158,087	454,211	908,422	908,422	1,362,633	1,362,633	1,362,633	6,517,040
	moor ped								
2.9	Nights/visit								
Hotel Rooms	365	433	1.244	2.489	2.489	3,733	3,733	3,733	
	nights/Yr		Nation 200						
Hotel Jobs	2	866	2,489	4,978	4,978	7,466	7,466	7,466	
	moor and		3		100		1		
ndirect Jobs		998	2,489	4,978	4,978	7,466	7,466	7,466	
otal Jobs		2,026	5,285	10,448	10,446	809'SL	E09'9L	15,609	
Direct Spending	\$1,165.00 per Visitor	\$127,014,451	\$375,883,061	\$774,319,105	\$797,548,678	\$1,232,212,708	\$1,269,179,089	\$1,307,254,462	\$5,883,411,555
3.0%	1 5	\$190 521 677	SK63 824 591	\$1 161 478 658	\$1 196 323 017	£1 848 319 DR2	£1 903 768 634	£1 960 881 693	SR 825 117 332
Total Spending		\$317,536,128	\$939,707,652	\$1,935,797,763	\$1,993,871,696	\$3,080,531,770		\$3,268,136,155	\$14,708,528,886
aves to City and State		£26.266.589	\$77 732 617	£160 129 191	£184 933 067	\$254 R21 SRR	\$262 486 236	£270 340 223	£1 216 689 609
and all all one	20.00	67 000 001	000 200	046 407 060	900, 404, 044	674 700 554	670 000 020	670 454 400	040 700 440
Bulling	6.1%	177'880'18	900,180,124	8c8, 101, c+6	\$40,401,190	1,762,331	970'008'0'4	8/0, 13#, 108	
Rooms	24.0%	\$9,145,040	\$27,063,580	\$55,750,976	\$57,423,505	\$88,719,315	\$91,380,894	\$94,122,321	\$ 423,605,632
	12.0%	2000					No. 10		
Food	15.4%	\$3,960,946	\$11,721,913	\$24,147,141	\$24,871,556	\$38,426,553	\$39,579,350	\$40,766,730	\$ 183,474,189
	8.1%	The second second			AND DESCRIPTION OF THE PERSON				
Beverage	6.6%	\$1,697,548	\$5,023,677	\$10,348,775	\$10,659,238	\$16,468,523	\$16,962,579	\$17,471,456	\$ 78,631,795
Other	15.8%	\$4.063.827	\$12.026.379	\$24.774.340	\$25,517,570	\$39.424.646	\$40.607.385	\$41.825.607	\$ 188,239,753
-									

The economic impact and job generation resulting from Pullman Palace Car's trilogy of passenger trains between Southern California and Las Vegas represent the tip of the iceberg. Similar to the preverbal stone tossed into the middle of a pond, Pullman Palace Car's impact radiates throughout Southern Nevada and provides focus, purpose and direction in optimizing the wider possibilities. The number of new industries, permanent jobs and the wider economic impact is beyond estimation at this point. Perhaps of equal import is Nevada's demonstration to the world that through innovation and imagination, along with shared commitment, all things are possible.

Dullman Dolace Car Company, Limited Confact: Romm Doulton, Chairman 6109 South Dean Martin Dive, Las Vegas, Nevada 89118 - Telephone 702 256 2313 - Faxsimile: 702 256 4144 www.Pullman.Company.com



## **PRESENTS**

# A COMPREHENSIVE, INTEGRATED RAIL MASTER DLAN FOR SOUTHERN NEVADA

## **FEATURING**



# A REVIVAL OF THE 23-MILE BOULDER CITY BRANCH LINE

- 11 Master Planned Acres
  - 20,000 Sq. Ft. Terminal 700 Parking Spaces
- Taxi/Bus Infrastructure
- Corporate Headquarters Pullman Palace Hotel
  - The Oval Events Theatre

# THE DEVELOPMENT COMPONENTS

- Conventional Multi-class Passenger Rail Serving Southern California and the Las Vegas Strip Hybrid Commuter/Tourist Train Serving Henderson and Boulder City

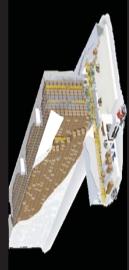
  - Special Events /Luxury Dinner Train Themed Retailtainment Attraction
- **Corporate Business Park**

- Rail Served Industrial Park State-of-the-Art, Robotic, Computer Controlled Frozen, Cold and Dry Storage Facility
  - Train Works Passenger Railcar Refurbishment and Maintenance Facility



HARNESSING THE DOWER OF IDEAS

## Connecting LAS VEGAS WITH ALL OF NORTH AMERICA



2.5 Million Residents and Daily Tourists

# DEVELOPMENT COMPONENTS

## A SEVEN-YEAR MASTER PLAN



Connecting LAUS\_LAS VEGAS CITY OF LIGHTS

CITY OF ANGELS

Connecting
LAS VEGAS \_ LAUS

**CITY OF DREAMS** 

Connecting LAS VEGAS – ANAHEIM

232 Million Visitor Days Expending \$1,165 Per Visit 10.8 Million Las Vegas Visitors

Henderson, Boulder City and Dam with the Strep

A WORLD-CLASS DASSENGER TRAIN



Shortlin

Rail-Served Manufacturing Facility Connecting HENDERSON/BOULDER CHY, WITH ALL OF NORTH AMERICA

A NEW FOOD RAIL CORRIDOR

3 B Meals p.a., 7.5 B Pounds consumed p.a.

Consume 3,000 Calories Daily

MONOPOLX

315,000 Residents and 3-4 million Hoover Dam Tourists

# A HYBRID COMMUTER/TOURIST TRAIN

# A MASTER PLANNED INDUSTRIAL DARK

Multiple Sites, Multiple Industries, Rail Served

HOOVER DAM GRAND OPENING 30 SEPTEMBER 1935

Moment in Time











A PLACE WHERE GOOD THINGS HAPPEN

10 acres 275,000 s.f., 50 Shops Restaurants and Attractions

# A GOURMAND LUXURY DINING ADVENTURE

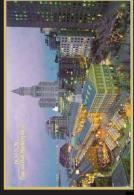




LOS ANGELES UNION STATION







## A TALE OF TWO CITIES

CATEGORY	LOS ANGELES	BOSTON
POPULATION	10 MILLION	000'009
TOURISM	24.5 MILLION	22 MILLION
INTERNATIONAL TOURISTS	4.8 MILLION	1.15 MILLION
TOURIST SPEND	\$11.7 BILLION	\$7.2 BILLION
DAYTIME POPULATION	446,000	282,000
MEDIAN HOUSEHOLD INCOME	009'66\$	899,500
FACILITIES (S.F.)	110,000 PLUS GARDENS	198,000
ON-SITE PARKING	3,000	700
OFF-SITE PARKING	3,000	3,000
MTA PARK AND RIDE (70 STATIONS)	32,000	n/a
METROLINK (55 STATIONS)	26,600	n/a
THROUGHPUT	108 MILLION	10 MILLION

# NEARBY CULTURAL AND ENTERTAINMENT ATTRACTIONS











# LOS ANGELES UNION STATION





THE REBIRTH OF A NATIONAL TREASURE





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# A CRUISE LINER EXPERIENCE ON RAILS

## Y OF LIGHTS

- Pullman is an experience well beyond traveling from one city to another; it's a transportation, dining, pampering and entertainment experience designed to rekindle the phrase "Getting there is half the fun!".
- Pullman offers five levels of accommodations and services, half of which are aimed at up-market travelers, such as the "Dragon", a car especially designed for travelers from lucrative Asian markets.
- Coach Cars feature a range of unique amenities and services not available on standard trains.
- The train provides an ideal environment to market test and launch new products.
- Club, Business, First and Premium Class Cars, each have upgraded décor and expanded levels of service.
- Four separate dining cars have price points that include an all-organic, healthy living dining car; a dedicated sports car complete with micro brewery and comfort food buffet; Bento box lunches; and an elegant high-end gourmet experience.

## ORCA "A PRIVATE TRAIN WITHIN A TRAIN"

This dome-car consist, with a capacity of 142 of the best casino customers, is comprised of four custom designed cars, featuring an intimate library, private state rooms, show lounge and dining car. This unparalleled level of luxury will rival any private jet experience and appeal to the most discriminating passengers.

Pullman's Repertory Players provide interactive entertainment such as: a murder on a train, fortune tellers, fashion shows, magicians, beauty bar, art vernissage, book signings by best selling authors, plus a short performance from an Absinthe Fairy, who expertly dispenses a 140-proof, glowing green liqueur. CineDome provides a "peek behind the scenes" of upcoming motion pictures and an opportunity to participate in a focus group within the CineDome Theatre.

# LOS ANGELES UNION STATION



## DULLMAN CENTRAL

5 Freeways - 3,000 Onsite Parking - 102,000 Park & Ride Rail Side - 11 Acres - Contiguous to Las Vegas Strip

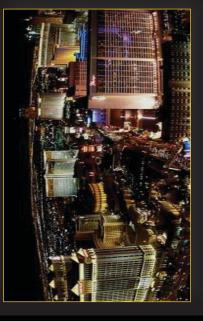
LEVERAGING \$12.8 BILLION OF EXISTING INFRASTRUCTURE - LOS ANGELES TO LAS VEGAS 88.2 MILLION LAUS PASSENGERS - 66 MTA STATIONS - 55 METROLINK STATIONS Pullman Pakae Car Company, Limited Contact: Romm Doulton, Chairman 6109 South Dean Martin Dive, Las Vegas, Nevada 89118 - L'elphone 702 256 2313 - Fassimile: 702 256 4144 www.Pallman.Company.com



# LINKING AMERICA'S ENTERTAINMENT CADITALS LOS ANGELES AND LAS VEGAS



# CITY OF LIGHTS - CITY OF ANGELS

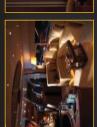




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# ORCA DRIVATE TRAIN WITHIN A TRAIN











4-CAR CONSIST: State Rooms, Dining, Library, Show Lounge

## SPECIAL CARS







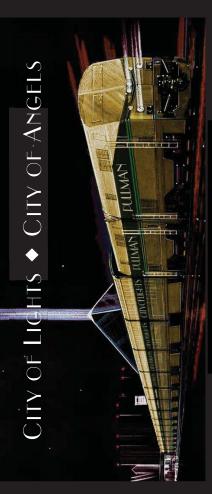
Targeting International Tourists: Japan, China Korea, Vietnam

Behind the Scenes at the Movies Focus Group Theatre CineDome

# ATSF HI-LEVEL DASSENGER CARS







# ARRIVE IN SAFETY AND COMFORT



- Business Founders
- CineDome Dragon
- Orca Private Train

CLUB

- Gourmet Dining
- Specialty Dining Health Food Café
- Sports Club/Nightclub
- Show Lounge/Piano Bar

  - Ultra LoungeBaggage/Crew

BUSINESS

PREMIUM



IIIIIIIIIIII

REPERTORY

PULLMAN

PLAYERS





PULLMAN WELCOMES YOU ABOARD - 1ST QUARTER 2014



## CONCEPT AND PATIONALE

Southern Nevada economy depends entirely upon imported food and other products. Currently, imported consumables are almost exclusively (98%) delivered by road with the balance delivered by air. Virtually <u> RailPort — Will revolutionize logistic support of Southern Nevada's food distribution market. The project</u> represents a strategic improvement that will reduce Las Vegas' dependence upon the Interstate system. The nothing arrives by rail.

(Las Vegas Convention and Visitor Authority). 125,000 trucks per year deliver the food consumed in the population of over 2.0 million (2010 Census for Clark County) and the daily visitor volume of over 500,000 Southern Nevada area. Beverages, paper products and other consumables account for an additional 50,000 trucks. A conservative 20% market penetration of the existing truck traffic is suited for rail shipment. This equates to 35,000 truckloads of product per year or over 90 truckloads per day. Because one rail car can <u> Market Rationale – Current imported food volume feeds 2.5 million people each day including the local</u> carry the equivalent of three truckloads, projected rail freight volume at RailPort is 30 railcars per day. Facility – An automated intelligent warehouse will be the core facility at Railport designed for storage as equipment control combined with automated inventory and order management will significantly reduce the well as direct cross-dock transfers. The 10 million cubic foot building will store over 50,000 pallets including frozen, cold, fresh food, and dry goods in separate temperature controlled compartments. Computerized cost of delivering goods to the marketplace. The facility will handle a total throughput of up to 5,000 pallets per day. A rail platform will accommodate unloading of 10 freight cars simultaneously. With three scheduled unloadings, 30 freight cars will deliver Another forty truck portals will provide shipping bays for hundreds of truck trailers and vans for local 2,000 pallets of product each day. An equivalent amount will be delivered by truck at forty receiving bays. distribution daily. FreshPort – FreshPort will be located adjacent to RailPort providing a venue for local purveyors to purchase fresh produce, meat, seafood and cut flowers. In addition, a full range of restaurant services and supplies will be provided to support Las Vegas' world renowned restaurant market.

megawatt thin film photovoltaic array mounted on the roof of RailPort power during low demands period for lesser rates, creating a new zero Environmental Benefit - RailPort will be a highly efficient Leadership in Environmental Design (LEED) certified facility. A 2.5 system each day providing a significant net reduction in carbon sells power to NV Energy during daylight hours, at peak rates, buying cost of power. Over 90 truck trailers will be removed from the Interstate emissions by reducing road traffic by 30,000 diesel trucks per annum. Energy and

Union Pacific Railroad – With the delivery of over 10,000 rail cars per year, Union Pacific will be a strategic partner in RailPort.



Contact: Ralph I. Murphy, President - D2 Development - 6109 South Dean Martin Dive, Las Vegas Nevada 89118 TELEPHONE: 702 256 2313, DIRECT LINE: 702 808 1070, EMAIL: rimurphy@pullmancompany.com, WEB: www.pullmancompany.com

# AILDOR LAS VEGAS

## COLD STORE FACILITY & TERMINAL IULTIMODAL FOOD DISTRIBUTION

RAIL - TRUCK - AIR



SEAFOOD / MEAT

PRODUCE

FRUIT NUTS CUT FLOWERS DRY STORE

D² Development Group Project



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Las Vegas Consumes 3 Billion Meals Annually 98% ARRIVE BY TRUCK - 2% BY AIR -0% BY RAIL \$10 BILLION IN ANNUAL SALES AT WHOLESALE

DULLMAN

TRUCK PARKING

RAIL - ROAD - AIR

(PRODUCE, FRUIT, CUT FLOWERS)

RESTAURANT

TRUCK COURT TRUCK DOCK



Las Vegas Strip, McCarran Airport, **Union Pacific Railroad** Contiguous to: Interstate-15,

15 Railcar Unloading Platforms

10 Million Cubic Feet

14 Acres

5,000 Pallet Daily Throughput

100 Truck Bays



50,000 Pallet Storage Positions Computer Controlled **Cold Store Facility** 

State-of-the-Art

























SHORT LINE RAILROAD







O-MTTAZ-M

OK





**DEV ELOPMENT SITES** MIXED-USE POTENTIAL

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5 + 5

ZOKULDE

friendly, freight rail transportation solution to Clark County, Henderson and Boulder City. By establishing its own As its name implies, the Monopoly Short Line Railroad's intent is to introduce a timely, unique, environmentally freight demand and traffic the Monopoly Short Line begins where freight carriers end

nominally 1000 acres. Each individual site is of sufficient magnitude to be master planned to function as specific classifications of freight served facilities, from the storage and distribution and manufacturing of food consumables, general manufacturing and processing of consumer and industrial products, transforming inbound raw materials into outbound finished products. Six conveniently located, vacant, adjacent Branch Line rail side development sites have been identified totaling



D<sup>2</sup> DEVELOPMENT GROUP Contact: Ralph I. Murphy, President 6109 Dean Martin Drive, Las Vegas, Nevada 89118 T:702 256 2313 - F:702 256 4144 - C:702 808 1070 - rimurphy@pullmancompany.com

# A HISTORY AND A FUTURE

23-MILE, BOULDER CITY BRANCH LINE BETWEEN LAS VEGAS STRIP, HENDERSON AND BOULDER CIT



## PROPOSED MASTER PLAN ENCOMPASSING SIX SYNERGISTICALLY COMPATIBLE USES

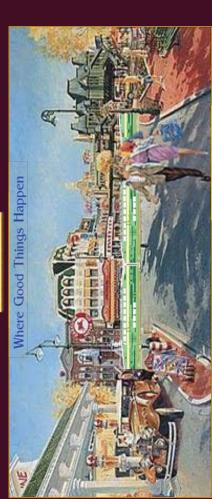
RAIL RELATED DEVELOPMENT COMPONENTS
The Punter - Henderson - Commuter Train
The Dam Train - Hoover Dam - Tourist Train
The Epicurean - Las Vegas/Boulder City - Special Events Train
The Monopoly Short Line Railroad

**REAL ESTATE DEVELOPMENT COMPONENTS**Halcyon - Themed, Free-Entry Retailtainment Attraction Halcyon Corporate Park - Planned Future Development



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## HALCYON



1935 GRAND OPENING HOOVER DAM -SEPTEMBER 30,



15 ACRES
250,000 SQ, FT. FOOTPRINT
50 SPECIALTY RETAIL SHOPS
41 THEMED RESTAURANTS
40 THEMED RESTAURANTS
20 1930'S AUTOMOBILE EXHIBITION AND SALES
THE PUNTER TERMINAL
600 PARKING SPACES, SERVICES AND EXPANSION ZONE

# <u>HALCYON CORPORATE DARK</u>

A Good Place to Work Planned Future Development

## Junter



BI-LEVEL, PUSH-PULL 7 DAYS A WEEK 5-7 CARS 750-1,050 PASSENGERS

46 MPH 30 MINUTES 5 STATIONS 12 ROUND TRIPS DAILY

## INDAM TRAI



**ROUTE 93** 

HOOVER DAM 3 MILLION VISITORS

17.4 MILLION VEHICLES 35 MILLION PASSENGERS

BOULDER CITY HISTORIC DISTRICT 150,000 VISITORS

RAILWAY MUSEUM 32,000 VISITORS

## APICUREAN SPECIAL EVENTS - LUXURY DINING



22,000 CONFERENCES 250,000e COMPANIES 4.5 MILLION ATTENDEES











DULLMAN PRIACE CAR COMPANY

DULLMAP



Lt. Governor Krolicki Letter of support for Pullman's comprehensive master plan to Jim Young,

Union Pacific's President, CEO and Chairman and his response

Lt. Governor Krolicki Letter of support for Pullman's comprehensive master plan to Joseph Szabo,

Administrator, Federal Railroad Administration

Gil Carmichael Letter of endorsement for Pullman's comprehensive master plan to Mr. Young.

Mr. Carmichael is the former Administrator Federal Railroad Administration, Chairman Amtrak Reform Council, Founder, University of Denver Intermodal

Transportation Institute.

Joseph Boardman President and CEO Amtrak letter to Romm Doulton Pullman Chairman granting

Pullman the right to contract directly with the railroads on the Southern

California - Las Vegas Route.

Neal Aton President and CEO Wells Fargo Insurance (world's 4<sup>th</sup> largest bank, 5<sup>th</sup> largest

insurance company) Letter of endorsement to Jim Young stating WFI ability to secure \$200 million plus liability insurance for Pullman's passenger trains.

Jung Yun President, CEO and Chairman of Yun Capital commitment to assemble pre-

development and project finance, subject to Union Pacific agreement to

provide Pullman with access to the SoCal - Las Vegas rail route.

Ted Krohn Executive Vice President Deutsche Bahn International USA confirming DBI's role

as oversight project managers in implementing Pullman's integrated comprehensive master Plan. DBI, owned by the German government with revenues of \$43 billion USD, operates passenger trains in 130 countries, transporting 5 billion passengers annually. DB Schenker is the second largest

logistics company in the world.

## J. Stakeholder and Public Comment Matrices



STAKEHOLDER SURVEY: GOVERNMENT

Jurisdiction	Area (sq.	Population C	ontact First	Population Contact First Contact Last Title		Address	City	State Zip	ip Email		Phone
Anonymous		ž		2							
Catrans Churchil County Planning		<u>N</u> <u>II</u>	Martin Eleanor	Tuttle	Deputy Director, Planning and Modal Programs Planning Director	155 N. Taylor Street, Suite 194	Fallon	2	89406 <u>plar</u>	martin tuttle@dot.ca.gov planning-director@churchillcounty.org	(916) 654-6592 (775) 423-7627
City of Carson City		2	ee Fee	Plemel	Planning Director	108 E. Proctor Street	Carson City		89701 <u>pler</u>	Iplemel@carson.org	(775) 283-7075
City of Carson City	146	55.176 X	Ç.	Smithson	en en en en en en en en en en en en en e	3505 Buti Way	Carson City	≥	89701 <u>ksm</u>	89701 <u>ksmithson@carson.org</u>	(775) 283-7583
City of Femley		3	ann		istrator		Fernley		89408 <u>Ihav</u>	Ibavden @citvoferniev.org	(775) 784-9851
City of Femley	128	19,700 Shari				oulevard	Fernley		89408		(775) 784-9910
City of Henderson		4	ntlot	Penuelas	Public Works	240 Water Street	Henderson	≥	89009 johr	89009 john.penuelas@citvofhenderson.com	(702) 267-3080
City of Las Vegas	133	809,600 R	Randy	Fultz	Ø	333 N. Rancho Drive	Las Vegas	ž	89107 <u>rfult</u>	rfultz/@.lasvegasnevada.gov	(702) 229-6541

Area (sq.	Population Contact First Contact Last Title	act First Co	ntact Last T			City	State Zip	Email	Phone
	Michael	<u></u>	86		PO Box 238	Lovelock	ž	80419 mailes@cityoflovelock.com	(775) 27:3-2:3:66
24	o,								(775) 353-2241
ω	8,000 Stephen	West		City Manager 9	90 West Fourth Street	Winnemucca	Ž	89445 <u>wmcadsw@winnernuccadtv.org</u> (7	(775) 623-6333
	Mahmood	pc		Douglas County Engineer		Minden			(775) 782-9063
9								00.com	(775) 289-3013
	2+ million Lukke		Puschnig	Legal Coursei	3150 Paradise Road	Las Vegas	ž	89109 <u>pusschnid@Nvcva.com</u> (7	(702) 892-0711

Jurisdiction	Area (sq.	Population Contact First	Contact Last		Address	City	State Zip	Email	Phone
inat.			Мигруу	lent, Cirde M Development					
Nevada Operation Lifesaver	110,561	2,7	Gent			Fallon			(775) 426-3820
North Lyon County Fre Protection District	164	20,000 Darryl	Cleveland	Fire Chief	195 E. Main Street	Fernley	§8 ≥N	894 08 dicleveland@northly.cnfire.com. (7	(775) 575-3310
Nye County	18,000	43,946 Richard	Osborne		00	Pahrump		Sinz	(776) 751-7075
Public Utilities Commission of Nevada		Vic	Crumley	Railway Safety Supervisor	9075 West Diablo Drive, Sulte 250	Las Vegas	N 8	89148 <u>vcrumlev@puc.nv.gov.</u> (7	(702) 486-7907

STAKEHOLDER SURVEY: GOVERNMENT

Jurisdiction	Area (sq.	Population C	Contact First	Population Contact First Contact Last Title		Address	City	State Zip Email	b Emg		Phone
Regional Transportation Commission of Southern Nevada			Paulette	Carolin	pal Planner	600 S. Grand Central Parkway, Ste. 3€Las Vegas	Las Vegas	≥ N	9106 carc	89106 carolinp@ttcsnv.com	(702) 676-1721
Tahoe Regional Planning Agency (TRPA)	328,671	54,862 Scott		Forsythe		128 Market Street	Stateline	S8	89449		(775) 589-5287
Ulah Department of Transportation	82,146	2,763,885 Daniel		Kuhn	Railroad & Freight Planner	4501 South 2700 West	Salt Lake City	2	4119 <u>dkL</u>	64119 <u>dkuhn@uæh.gov</u>	(801) 965-4148
Washoe County Public Works	6,600	740,000 Kimble		Corbridge			Reno		9520 <u>kcor</u>	SI	(775) 328-2041
Washoe RTC		т	Patrice	Echola		600 Sutro Street	Reno	NN 88	9512 pec	89512 pechola@rtcwashoe.com	(775) 335-1904

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Jurisdiction	Growth Rate (Past 5)	Growth Rate (next 5)	Industries and Companies	mpanies	Freight Commodities	At-grade RR Crossings - Logistical	Main Truck Go Thru or Bypass
Anonymous			MOVED IN (FAST D)	Planning to Leave			Community Through
Caltrans Churchill County Planning	-225 people employment? (	0.1% increase	See attached. No	No .i.	agriculture commodoties,	None	From a traffic-flow standpoint a bypass would be good. Through town benefits
City of Carson City	Population: 2005; 57104; 2010: 55850 = 1254 reduction (-3.2%)	%0	0% Don't have the information.	Not aware of any D		NA	local businesses Bypass: i.e. the Carson City Freeway. We want the frucks off our local streets (including Cardon Street, which hich was recently transferred to us from NDOT)
City of Cason City	Population has increased 5.2%, since 2000.	Anticipated growth in population of 3.0 percent over the next five years.	o <sub>N</sub>	2	There is no freight rail service in Carson City at this time.	There are no at-grade rail crossings in Carson City at this time.	Bypass – Io reduce noise, congestion and wear and tear on surface streets. Phases it and Aof the Carson City Freeway Project has partially made this possible. Phase 2B of the freeway construction is due to completed in late 2014 or early 2015.
City of Femley	In the past len years we have had a 50% increase in our population if from approx 9,000 to 19,368 with the current 2010 Census.	We anticipate a moderate growth rate of 2 to 3%.	in the past five years we have seen commercial development flowing the residential growth (19%). These have included Sougher Wal-Mart, Walgreens, Cowes and other commercial and retail outfits.	We are in discussion with several 4 companies to relocate to Ferniey. For a contracting the second of second contracting the second companies range from 50 to 500 employees.	49% of the goods produced in Femiey are attributed to conwarehousing and manufacturing, in the goods are attributed to conwarehousing and manufacturing, in the goods are a conwarehousing and manufacturing.	The lack of at-grade crossings in our community are creating logistical problems for emergency access, traffic congestion on Main Street and pedestrian safety at the railroad bisects our community.	It currently goes through our community, interstate 80 and 50 both bisect use.
City of Femley	The average rate of growth has V been approximately 5%.	We are anticipating and average growth rate of 3%.	Yes, approximately 12-15. Amazon, ARE, MSC Industrial Supply, Trex, Honeywell, Quad Graphics, Fortifiber, Polyglass RNA, Polyple, Rmaz, and others. They are all manity occated in our industrial district off	Not at this time.		The overpass at SR 427/Main Street in the traffic to two narrow lanes under the ratio and tracks, it also does not the ratio after safe passage of pedestrians.	We would prefer that the truck route bypass the community, unless current trucking routes are upgraded.
City of Henderson	Population increased by 13% over last five years and employment accessed by 8% if (Community Development)	Population is forecasted to concesse by 8% and employment increase by 10% (Community Development)	Washardar, burnandarduning Over 50 different manufacturing moved to Henderson (Economic Development)	Are not aware of any (Economic M Development) N N N 1	and and control contro	Yes. At grade crossing exist across 8 major attensis (Peocy Cleen Valley Parkway, Valle Verde, Horizon, Pacific, College, Stephanie, Glisson), Significant delays occur most frequently at the lighbon and Stephanie crossings. (Public, Works)	Main truck routes are already well defined include LeTS, LiS, and US 93/95 (Economic Development). No need to change existing routes. (Police/Public Works)
City of as Vegas	The rate of population in Lass has goes over the past five years has been somewhat flat, in 2006 and 2007 the City experienced a population growth rate of approximately 2%, but decreased dapproximately 2%, but decreased and 2.0% in 2008 and 2.0% of 100 as similar pattern with modest a similar pattern with modest but then decreased -8.1% in 2009 but then decreas	Regional estimates for population are only 0.5% increase per year over the next five years. It is also projected that employment numbers will increase an average of 1.5% per year.	None that we are aware of.	None that we are aware of State  Pirmany Industrial including Primary Industrial including Industrial including Industrial including Industrial	Yes, the at-grade ratiroad crossing at Oakey/winning caless map'r faffic congestion and claris, when the trainis stop for unloading. Emergency response vehicles are forced to detour for 0.5 andles to get around this crossing which adds significant time to their response.	Bypass, as most of the trucking that comes through Las Vages goes to comes through Las Vages goes to destinations beyond the Valley, interstate trucks add to the delays on 1-15 and US-95 during peak hour commutes. Trucks on 1-15 and US-95 would only be permitted for local deliveries and hauling.	

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Jurisdiction	Growth Rate (Past 5)	Growth Rate (next 5)	Industries and Companies	Industries and Companies	Freight Commodities		Main Truck Go Thru or Bypass
City of Lovelock	population and employment have V	We hope to see a 10% increase IN propulation as some imployment opportunities that we are working on develop.			Agricultural products are shipped seasonally. Mining products are shipped regularly.	Insular with Interpretation and an area with Interpretation and an emission of the main crossing in town does create an emission of several and a series of the same at this point. Increased development in the community might increase the emergency response time as well as create congestion problems in certain areas.	Community on the adjacent freeway.
City of Sparks Police	Growth continued in 2007, 2008; I However, it has been stagment I since that point. Unemployment s has increased. The population in has stayed about the same over in the past 2-3 years.	would expect it to stay the same. It The job market and population of seemed to have bottomed out for a seemed to have bottomed out for a the most part, but there are few fir indications to believe there will be may substantial improvement in the next three years or so.	the same. I don't know the answer to this luiston question. The increase in ed out for available warehouse and store are few front space indicates to me that ere will be more have left than moved into ment in the area.	I am not aware of any.	I don't know the answer to this.		1-80 goes through our community and serves well as our primary truck route.
City of Winnemucca	\$ \$7	- 52%	Carry-on trailers with approx. 100 employees. Small recreation trailer manufacturing located at airport industrial park.	. Моле.	Light grade ore, PVC pipe	Bridge Street RR Crossing, Located a lew blocks from our fre and police stations of their orasing delays in responding to emergencies. The rocasing also increases the traffic congestion at the nearby Bridge/Haskell Street intersection.	We prefer that trucks bypass our community to reduce traffic congestion.
Douglas County					Non. There is not rail line.	No rail lines.	Bypass. Main route is too crowded.
Ely Shoshone Reservation, White Pine County	Tribal enrollment has increased; T however, enrollment is nationally.	Tribal enrollment should stay the N same.	None.	Not sure.	Whole sale		main truck route goes t through.
Las Vegas Convention and Visitors Authority	Z N	N/A	N/A	<b>∀</b> N	V/N	The UP at grade crossing at Cakey left and and again at Western Ave. do not negatively impact the tourism industry, however, they do affect the commute for the workdroce in the resort cordindor. Many of the employees in the resort coordindor and the employees to get to work, so any interruptions, due to goods movement from UP, could potentially impact the tourism industry. Delays can rause employees to be late for work, which could impact the visitors' experience.	Reducing goods movement in the resort corridor can benefit the tourism industry by reducing traffic. Unfortunately for Las Vegas, we are technically a Pass through" for the Class our location on the freight rial grid. Class our location on the freight rial grid. Class our location on the freight rial grid. Class our location on the freight rial grid. Class our location on the freight rial grid. Class our location on the freight rial grid. Class our location on the freight rial grid. Class our location on the freight rial grid. Class on lies or further, and trucks deliver miles or further, and trucks deliver assess las Vegas tends to have a glidsproportionate share of trucks coming from the Southern California ports along 1-15, increasing traffic and ongestion visitors driving from Southern California with its million visitors driving from Southern California or Las Vegas seach year, reducing the number of tricks in the resort corridor would create increased mobility for our

Jurisdiction	Growth Rate (Past 5)	Growth Rate (next 5)	Industries and Companies	Industries and Companies	Freight Commodities		Main Truck Go Thru or Bypass
Nevada Commission on Economic Development (Initiative) Best viewed in original format,			G tst.	Fanning to Leave	The Las Vegas Valley is a consumer based economy. No food is grown in the region and little is manufactured. As a result, the local economy depends uponts of nearly everything consumed in the area. Imported goods are almost exclusively delivered by ruck with the bander of elivered by rail. Yeary little is delivered by ruck with the abance of elivered by rail. This amount complete dependence upon functivity of support the reads of the reasilish to containers as the ports of Los shipment of products over the last firth years. The ports of Los and Long Beach receive meaty severity percent of all containers shipments the Asian markes deliver to the west coast of the United States. Union Northern Santa Fe, the two major reads againfrant state of their ball everythern Santa Fe, the two major containers shipment and sufficient size of their ball revenues. One would expect that leverues. One would expect that the revenues.	issue on which the garroy responses are grade separated.  are grade separated.	This is not a feasible option This is not a feasible option geographically of functionally. Southern Nevada has a population of about two million people with an additional visitor population of about 300,000 on a typical day. This population base needs the infrastructure support that Interstate 15 and US Route 65 provide by connecting the area to other major markets.
Nevada Operation Lifesaver			N/A	N/A	N/A	Nevada Operation Lifesaver maintains a current list of all public and private atgrade crossings that could be an issue	N/A
North Lyon County Fire Protection District	The community has been heavily impacted by the economy in the way of growth and jobs. Rail transportation between Fernley, Sparks and Reno would be a tremendous benefit.	It appears to be leveling off at this Sherwin Williams paint point and is anticipated to begin manufacturing, Walma improving over next 5 years.  all in Femley	S Sherwin Williams peint manufacturing, Walmart Store, Honey Well Distribution Center, all in Femiey	No currently.	Primarily industrial.	Yes at Nevada Pacific Parkway there is no means of cossing the tacks. This only allows for two routes from south to north over a very long steeth of the City. The east end of the City has no crossing from 95A to county line.	Bypass.
Nye County	Wye County's total population increased 6.4% over the past five years, from 41:302 to 43.946. We County's enployment rates have dropped sharply over the past five years, along with the rest of the State of Newdara with unemployment rates of 6.0% in 2005 jumping to 16.2% in early 2011.	The Nevada State Demographer estimates that Nye County's population will increase 2.4% over the next Mye years, from 43,946 to 45,003. Based on Nye County's orgoing negotiations with employees and prospective estimates that 400 new jobs will be added in the Tonopah are allone over the next five years, beaded on the Tonopah are allone over the next five years, operations and projected development of renewable energy	Corrections Corporation of America America rochract Detention Facility Pahrump, Nevada	Mye County is not aware of any industries or companies planning to leave its communities.	Primary freight commodities in My County are mining and agricultural products. Agricultural products originate primarily from dairies located in Nye County.	No. There are no railways located in Nye County communities.	Nye County's prefers that routes go through its communities, rather than bypass them. Nye County is commored primarily of small communities, all of primarily of small communities, all of which are considered to be in remote areas, and any traffic (and associated business) is beneficial to Nye County communities.
Public Utilities Commission of Nevada							

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Jurisdiction	Growth Rate (Past 5)	Growth Rate (next 5)	Industries and Companies	npanies	Freight Commodities	At-grade RR Crossings - Logistical	Main Truck Go Thru or Bypass
			Moved In (Past 5)	Planning to Leave		Issues with Emergency Responses	Community
Regional Transportation Commission of Southern Nevada	Please refer to the "Population	This year's Population Forecast is The Nevada Development	The Nevada Development	This information is neither tracked   This information is consider	This information is consider	See "Union Pacific Railroad Crossing	If "main truck route" is defined as
	Forecasts: Long Term	in process. Draft projections	Authority reports 31 new industrial	by this agency nor readily	proprietary by freight shippers.	Study" at	accommodating those trucks not
	Projections for Clark County,	anticipate ~2.4% increase in	and wholesale companies in	available.		http://www.rtcsouthernnevada.com/mpo/	originating or terminating in the Las
	Nevada by UNLV Center for	population and ~2.6% in	Clark County over the last three				Vegas Valley, it would be preferable if a
	Economic and Business	employment. The final report for	years. Please contact them for			20Report.pdf	bypass route could be developed, so
	Research. These projections are 2011 is expected in	2011 is expected in June 2011.	additional information.				that vehicles accessing the central area.
	adopted by local entities and						particularly the Strip, would experience
	based on historic population and						less congestion.
Tahoe Regional Planning Agency (TRPA)	Over the past 5-years the Tahoe	Based on historic trends,	None	None.	Primarily wholesale	None	Go through community
	Region has lost an estimated 3/0 approximately a half-percent per vear-round residents.	approximately a half-percent per year.					
Ubah Department of Transportation	13.8% during the ten year census selected by Utah's population growth has period between 2000 and 2010. confinue growing at a rear be period between 2000 and 2010. confinue growing at a rear be proposed elimed by 0.6% in the mass states. Employment 2010, with actual growth cocurring by mid-year and projected into the future.	standard growth has slowed, but its expected to continue growing at a rate higher man states. Employment is forecast to grow in 2011 by 1.4% with overall unemployment declining to 7.1%.	<b>∀</b> X	for the following additional additional for the following additional information in questions 3 and 4. sign has many additional additional additional additional additional information will give a clearer formation will give a clearer infortunion has on its location and the state.)	in mensi recently year for which fine most recently year for which statistics are available is 2008. In Maye are, alloads originated 272,486 caloads of fleight in 272,486 caloads of fleight in 2008 a total of 200,832 carloads of relight were terminated by million forus. The primary commodities shipped by rail to orommodities shipped by rail to orommodities shipped by rail to million tons. The primary commodity shipped by rail from Utah were coal, chemicals, coal, destined for the steam coal, destined for the steam coal, destined for the steam coal, destined for the steam coal, destined for the steam coal, destined for the steam coal, destined for the steam coal, destined for the steam coal, destined for the steam coal, destined for Vite Steam coal, destined for Vite Steam coal, destined for Vite Steam and near Dunphy, Nevada.	<b>∀</b> N	<u>∢</u>
Washoe County Public Works	unty increased	Estimate increase of 15,000;	None to speak of.	None.	We have several warehouses in		The main track routes are 395 and I-80
	by approx. 35,000	unempioyment ~13%			the Sparks Industrial center. Also oil storage tanks in Sparks	trench thru downtown to eliminate those problems.	so they are on the freeways and should state there as they need to stop for gas etc. before continuing on their way.
Washoe RTC	pop change +35% over past 10 years per 2010 Census	+/- 15%	Defer to Chamber of Commence   Defer to Chamber of Commence		wholesale for large distribution facilities	по	yes

Jurisdiction	Main Freight RR Go Thru or Bypass	Freight Rail Existing Option in	ail Access Retain or Add	Freight Transfer Between Truck and	Needed Specific Truck and Rail	Industries and Business Attracted
Anonymous	Gommunity No		Business R		Improvements	with Truck and Rail Improvements
Caltrans Churchil County Planning	Relocated to outside the urban center	Yes	Yes		The rail line needs to moved out of the center of Fallon to a location such as Trento Lane	Biodiesel, milk and grain
City of Carson City	N/A	No	Don't know	NA	Don't know	Don't know
City of Carson City	There is no freight rall service in Carson No City at this time.		It would undoubtedly add businesses and jobs in Carson City.	City at this time.	There is only a short segment of rexcusion' ratil in Carson City that connects tourists and train enthusiasts to Virginia City.	Manufacturing , wholesale and perhaps agricultural.
City of Femley	We would prefer to optimize and partner with the tracks by thating at grade crossings and create a multiuse track and trail recreational corridor system, and trail recreational corridor system, threeby connecting the community that is currently bisected by the tracks.	Yes.	Freight rall access is an important asset of for our community that retains and maturas industrial and manufacturers to a select Ferniey for their base.	Ourrently have 7000 acres devoted to manufacturing and warehousing this garea is served by rail service.	The rail overpass at Exit 46 along hwy 95A Main Street and hwy 40 s currently you have Abd. Pedestrain access and has not been enhanced since 1831. An at-grade crossing or underpass along Main Street in the recenter of town would help with access and we are open to working with NDOT and the Railroad.	Manufacturing and warehousing. Currently Femiley is home to several Fecture 500 manufacturers such as Amazon.com and World Color.
City of Femley	Yes we would prefer that it bypass the community or be placed below grade through downtown corridor.	Yes, a few of the large manufacturers have railroad spurs that celiver and load directly at the facility.	sses if It has	Ourrently there is no way to transfer freight from truck to rail in our community.	ssings s. eds street e for	More manufacturing and industrial, possibly shipping facilities or truck to o rail facilities.
City of Henderson	Current freight railroad corridor runs directly through residential areas. Relocating freight rail service away from residential is destinable. Existing corridor should be preserved for future commuter rail. (Fire/Public Works)	Yes However, freight originates and terminates within the CUP. Spur is dead end. No freight moves through city. (Public Works/Economic Development)	Yes, (Economic Development)   F	Freight is loaded and unloaded at manufacturing centers and not off a doaded onto trucks. Transfer to trucks is done in the main rail line area and not in Queucommunity, (Public Works/Economic Development)	The main ratio add switch station in manufacturing plant is too heavily used and slows shipments going out and coming in. This can block the stigrade coming in. This can block the stigrade rocessing at Ilean, and sometimes Stephanie, and inhibit emergency response and communet raffic	The Lav Vegast-Herderson area needs to reven the options of an "inland port" alternative to California's Long Beach Port, (Economic Development)
City of Las Vegas		No, as some industries in Las Vegas Tyes, but there are report deliveries by the rallinoad. Within the City of It Yes, there are a few industries within the rall for shipments. City that accept deliveries by rail.	only a few businesses		Grade separation at the Oakey/Wyoming railroad crossing.	Las Vegas could affract more industrial type businesses if there were a coordinated fruck to rall type system.

Jurisdiction	Main Freight RR Go Thru or Bypass	Freight Rail Existing Option in	Freight Rail Access Retain or Add	Freight Transfer Between Truck and	Needed Specific Truck and Rail	Industries and Business Attracted
City of Lovelock	o passenger service to the mol title frieght service, mol title frieght service, mould not create a hardship, color have businesses that ad shipping and receiving in cation. Those issues would diressed if the tracks were		and businesses look at our ever, they first it was cost to bring in the rail spurs that the def from the track's present Should the track be moved, to provide rail services to e areas would be more is areas would be more	any there is no transfer between can rail. The product is moved plant to rail container at each of the post.	improved and additional rail spurs would be helpful to esking and potential businesses. Rebuilding the second track that used to service this area a would cat down on track congestion and get rid of the large train sitting on the sidning walling for other and to pass. If the loss of the second track seems to be have cut down on the efficient movement of trains through this area.	Although it is a goal, we do not currently have any werbrowing or manufacturing to use these systems. We have been approached by small manufacturing companies about relocating in our area who have been discourage due the the lack of convenient rall access. We would be looking for smaller businesses employing it to 20 people. Due to water employing it to 20 people. Due to water concerns in our area, those manufacturers using less water would be more compatible to the area.
	A railroad and rail yard are located in our Yes it community. They do not present any distinct problems within our community.	Yes it appears to be.	I am not familiar with this area, but I believe we do have rail access. I would believe we do have rail access. I would repect we have businesses that utilize this service.	do not know the answer.	G S C S ≡	I do not know the answer.
City of Winnemucca	If the at-grade crossing on Bridge Street were replaced by an overpass or moreprass, the mainline would not need to be relocated to bypass our community.	Yes we have several spur lines currently serving industries in our community	Yes, it already has that impact, but if we had a rais gust a cut anaport industrial that yet we could become competitive in attracting more industrial development to our area.	The fucks are unloaded into rail cars on V the railroad spur sidings.	eed a railroad spurfruck bading y at our airport industrial park.	We would be able to compete for warehousing and regional distribution businesses if we had a rial spur at our airport industrial park.
Douglas County	No railroad.	No.				Manufacturing
Ely Shoshone Reservation, White Pine County	No.	Not sure.	Add.	No rail service.	None.	Hubs for commercial stores (truck or rail)
Las Vegas Convention and Vistors Authority	The current location and route for the Class 1 rall line does not impact the tourism incustry. However, for future development along the tourism conflor, moving the line further west of Industrial Road nor the of Famingo Road would allow for future expansion ango 1-15 north of Flamingo. It would also allow for additional ingress and egress along 1-15 in The Gap* and Project Neon areas of 1-15.	√es √	Yest it would: However, as previously Immentioned. Last Vegas tends to be a pass through for the Class Ir Farins. That could forthe eless Ir Farins. That could change it southern Nevada watted the expand their economic base to become a distribution hub for the Southwest.	Z V	Z V	V ×

## 7

Jurisdiction	Main Freight RR Go Thru or Bypass	Existing Option in	Freight Rail Access Retain or Add	ght Transfer Between Truck and	Needed Specific Truck and Rail	Industries and Business Attracted
Nevada Commission on Economic Development (Initiative) Best viewed in original format,	This in the wong question. Union Pacific Facilities that are designed to accept rail owns the rail in the turns through souther the latter was a court her all the term that the rail that the rule in the region of compelling reason to relocate the fine.  Southern Nevada. Even if there was a constrained for the regional coordinate to record the regional coordinate to regional economy is can we find a new through and the regional economy is can we find a new through the regional economy is can we find a new through the regional economy is can we find a new through the regional economically using the cost of the line. Expanding the volume of freight on this perceival possible to ship product by the conforming the volume of freight on this perceival possible in the ach asked the profitability the region while reducing the cost of the line.  Expanding the volume of freight on this perceival to possible to ship product by the regional economic development in the regional economic development in the regional economy.			There are very limited existing facilities for informational transfer of product between rail and truck. As stated earlier. Southern Nevada is not an economically earlier in themodal proportunity for this maker is to provide preventiny of the maker is to provide preventing assembly, or distribution for manufacturing, assembly, or distribution direct transfer of product to trucks.	The area has outstanding trucking the area has outstanding trucking facilities and capadity because that mode of transport is essentially the entire egion creates an exclusive means for delivering because that entire region creates an exclusive means for delivering product by the market. What the area is a controlled to the market. What the area is a controlled to the realines for accepting the relations and related in the support and another and particular business will work directly will an another and a section of the relations and relations are relations and relations and relations and relations and relations and relations are relations as well as direct cross-dock transfers and relations and relations and relations and relations are veilable for computer controlled equipment combined mining in the state.	The nearly exclusive reliance upon through the provide the dogistic support for the entire region creates an unnecessary vulnerability to sustaining our result in lower costs of goods, but would also provide a strategic diversification of our life support system that should be an integral pane for the State Transportation of ur. life support system that should be an important as the prices increase. Improved rall imports may attract some rear important as the prices increase. Improved rall imports may attract some new industry, however, the real opportunity is for existing industry opportunity is for existing industry sectors and individual businesses to benefit from ower cost attemptive attemptive and businesses will result from the capability to export products by trail. Freight tail service combined with the State's business friendly tax and businesses in a runnber of industries. The mean industring businesses that rely upon the State's business friendly tax and businesses in a runnber of industries. The manufacturing businesses that rely upon raw materials that are available for mining in the state. Energy and recycling mining in the state. Energy and recycling
Nevada Operation Lifesaver	N/A	N/A	N/A	N/A	NVA	Ν/Α
North Lyon County Fire Protection District	No. The present raiway works well for our community except for lack of crossings.	Yes	7 68.	Does not occur at present.	Ability to transfer between rail and truck	This is wide open.
Nye County	No freight ratroads are located within any Nye County communities.	Freight rail shipping is not an option in any Nye County communities.	Ves. Nye County's communities are orisidered remote, and any mimovements to infrastructure and intrastitate communities more attractive locations for businesses and jobs.	Wye County does not currently have rail service.		Nye County could build on existing interest in renewable energy production and component manufacturing with more efficient feight movement. Expansion of Department of Energy-related Research and Development projects at existing radiilless such as the Nevada National Security Site (formerly the Nevada Test Site) and Yucca Mountain Site would also be potential areas of growth.
Public Utilities Commission of Nevada						

Jurisdiction	Main Freight RR Go Thru or Bypass	Freight Rail Existing Option in	Freight Rail Access Retain or Add	Freight Transfer Between Truck and	Needed Specific Truck and Rail	Industries and Business Attracted
	Community		Business	Rail	Improvements	with Truck and Rail Improvements
Regional Transportation Commission of Southern Nevada	The freight railroad is reasonby accommodate through the Las Vegas valley. The only concern relates to hazardous materials.		WA	e is an intermodal facility esterity of Craig Road and I-15. e was also such a facility at Arden e southwest valley.	ion Improvement	NA
Tahoe Regional Planning Agency (TRPA)	N/A	No. No operational rail lines currently exist.	unsure	n/a	nnsure	Tourist improvements along I-80 Capital Corridor
Ulah Department of Transportation	N P	N/N	Utah's experience has shown that the availability of ralinead freight service is very positive in terms of both attracting mew businesses as well as relaming new businesses as you already have. The preservation of Union Pacific's Cedar City Banch in southern Utah is a classic asse study of the importance of confunding all freight service as it relates to economic development activities in a given community.	Union Pearlic currently has one large rail intermodal terminal located on the west side of Sait Lake City. There is also a new automobile unlocating statistics as well countries as the said of countries as large and said of said that said the said of said that said the said of said the said of said said of said said of said said of said said of said said of said said of said said of said said of said said of said said of said said of said said of said said of said said said said said said said said	4 2 3 6 6 6 6 6 7 7 7 8 6 7	As activities that are almost totally under three and routed that are almost totally under three and rail movements in Usah are almada well coordinated. Where a man are and are an are almost an are almost an are almost an are almost an are almost an are almost an are almost an are almost an are almost an are almost an are almost an are almost an are almost an are almost an are almost are almost are almost an are almost
Washoe County Public Works	Since we just put it in the train trench, it doesn't make sense to relocate it around the community.	Since we just put it in the train trench, it Yes, so the train needs to go thru the doesn't make sense to relocate it around community to drop freight off and pick it the community.	It would add jobs and provide freight to the distribution warehouses.	I really don't know. I don't see large cranes or huge equipment.	Non that I know of.	Not sure.
Washoe RTC	OU	yes	add to existing businesses and jobs	trucks via I-80, rail via East West rail ines	a North South rail line would improve our more tourism for our region would come community	more tourism for our region would come with a North South rail line

## 13

Jurisdiction	Additional Comments on Freight	Passenger Rail Beneficial to	or	HSR Benefit Community	Transit Services to Connect to	Additional Thoughts
Anonymous	MOVEMENTS	Community New (yes)	Amenimes or proton resultations Reno Sparks Femely Fallon Hawthorne Las Vegas - Passenger Services/Commuter Services	Yes - same cities as above	rasseriyer nam Bus, iight rail & other rail	Rural Nevada can ony be traveled by froct, bicycle, and car. Rail would allow more exploration, in addition to communer rail would better serve connecting communities. More earth franch.
Churchill County Planning		No				
City of Carson City		Probably not due to relatively limited population and relatively dispersed development patterns.	Don't know	Don't know.	Bus.	
City of Carson City	NA	The nearest international airport is located in Reno, some 29 miles from clarson City. Passenger trains havent aereved Carson City since 1948 and Amtrak discontinued its connecting throway bus to Sacramento in 2008. There is witually no ground throway bus to Sacramento in 2008. There is witually no ground throway bus to Sacramento in 2008. Thus, almost any new service – even if only intercity bus – to connect Carson City with other transportation modes (air, air, bus jin Rerow would be desirable.	Reno to Las Vegas, with a stop in Carson City.	The geography of Nevada, with its 395 mountain ranges (the most of any state in the U.S.), would make high-speed intencity passenger rat service very difficult, if not impossible.	intercity bus service to connect Carson City to other transportation modes (air, rail, bus) in Reno.	N/A
City of Femley	A study needs to be conducted for the Femley corridor.	In the early 1900's there was a train stop in Fernley.	A park and ride facility/train deport undeposes or elegades crossing connecting the currently bisected by the railroad connecting the currently bisected by the community with the north side of the vormunity with the north side of the Vormunity.	Passenger service of any kind, Amtrak or high speed would be welcomed in Feenley. Currently 60% of Fernley's workforce commutes out of Fernley to work either at the Tahoe Regional industrial Park or to Common Service Sparks/Washen County (1-80 Comfob). Again the lack of a tigade crossing within our city limits posses		
City of Femley	Current facilities within the cities are ill Femley we equipped to provide for the sale passenger passage of freight as well as residents. "Dedroom (i.e. derallments or truck turnovers within the mejorit City limits). The City like to see upgraded everyday, trucking routes and railnead crossings designed with safety as a priority.	Current facilities within the cities are iii Femiey would definitely benefit from equipped to provide for the sale passaged frail service. Being a passaged frail service. Being a passaged frail frail service and a service service ii. e. derailments or truck turnovers within the majority of our population commutes City immis? The City items to see upgraded everyday.	An Amtrak station would be great, they have stops in Rero, Winnemucca, and the Eko but not Fernley.	across conditions. Excur community. Yes It would, as stated in question 15, the majority of our poblation commutes everyday. A link between Fernley and Rend'Sparks would be ideal, but links to Garson city, Fallon, Efe. would also be useful.	A commuter rail or monorall in Renózbarks would be great and take Traffic of the highways. Fernley could use a bus route to transport passengers from neighborhoods to the rail station.	The City of Femiley is equipped with frieight facilities and would support the expansion of freight facilities as well as passenger lines. With gas prices on the files we feel that residents would use a passenger rail service if it proved to be safe, reliable, and organized.
City of Henderson	No additional comments.	None.	Need multi-modal transfer station(s) to provide connectivity from commular rail in particular rail in surface transportation network including bite routes and trails. Should spreave the existing confront a lallow fulture commuler rail to downtown lass. Wegas, Resort Conflor, McCarran I almort and monoral system. (Public Works)	Yes. Would increase tourism, reduce vehicuar congestion, spur economic development, provide alternative to short haul air travel, decrease congestion on interstate corridors (1-15, 1-40, USS2, US 95). No negatives. Possible connections Phoenix, Reno, Salt Lake, infernountain west and southern California. (Public	Improvements to rail system would increase redundancy in transportation metwork and make all transportation modes more reliable.	
City of Las Vegas	Non e.	Certainly, passenger rail would be very beneficial for the entire las Vegas Valley.		light rail for intercity service and high rail for intercity service and high speed rail for intersible travel.  See, light rail connecting local cities would provide commuters a safe and efficient transportation alternative. A plight rail system should connect Las Vegas. North Las Vegas, Henderson and Clark County.	All the above if possible, bus, light rail, monoral, etc. The Chywould like for any monoral, etc. The Chywould like for for any station at the old I ce House property at Main Street just south of Borneville Avenue.	

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Jurisdiction	Additional Comments on Freight Movements	Passenger Rail Beneficial to	Types of Passenger Rail Service or H Amenities To/From Destinations	HSR Benefit Community	Transit Services to Connect to Passenger Rail	Additional Thoughts
City of Lovelock	There needs to be a point person that we can contact about our issues, growth plans, manufacturing company needs, etc. Who can give us answers or get us answers within a reasonable amount of time. Time is money to those who are looking to relocate.	ice in our drive or ess to ass ss) anger o o	A local toket office and a pickup location would have to be eastlatified. Stopping in middown, which is most convenient for most people as well as the railroad, stops traffic on the main street of town.		Could be a great benefit to the air quality of Nevada with fewer vehicles on the road.	
City of Sparks Police	None	A commuter train from the Reno area to A commuter train from Reno/Sparks to Carson City.  vehicle use.		Idon't think we have enough population density in any one area of the city to tristly all service as opposed to what buses can provide.	Bus.	None.
City of Winnemucca	One of our local manufacturing companies has complained in the past about the huge cost of transporting his product by rail due to the lack of competition or the railroads (due to the lack of joint track use agreements.)	community is served by Amtrak, is currently construction a new ming and pations. This should result are usefulpare counts, since people to longer have to wait outside for the to arrive. The primary problem with the service, however, is that they ever able to keep their schedule for the higher principle, that they ever able to keep their schedule for the schedul	еу керт	pnov	We currently have a bus service to Reno. No other suggestions.	No other comments.
Douglas County		Intercity transit would help		Yes. Links to Reno, Carson City & Dayton to Minden.		
Ely Shoshone Reservation, White Pine County	None.		To major cities, Salt Lake City, Las Vegas	on't know.	No.	The Ely Shoshone Reservation is in a rural area, many of our members live in Ely, transportation is an issue for many.
Las Vegas Convention and Visitors Authority	× X	Absolutely Providing HSR to Las Vegas Phoents and Los Angeles (Southern we would greatly benefit the community.  HSR would provide additional avenues areas for Las Vegas to connect to visible promote travel to the destination.  HSR would provide additional avenues areas for Las Vegas to connect to visible promote travelers are accustomed.  HIST Las Vegas could as benefit the line onnections to Salt Lake City and to the result of the cash and the connections to Salt Lake City and connection areas HSR. Weetern High Speed Rail Allance would change the Las Vegas destination system map would be something the international market and benefit the Las Vegas were connect to Phoenix. LA Salt Lake City and other Southwest and the monutain west dites via HSR, Las Vegas would become a more attractive global destination.	ran Ind	UCVA's answer to this question has been outlined in Questions 15 & 16.	Transit is a critical component in Las Vegas in fact, Las Vegas needs more transit options to move our fourists. The resort control is at capacity Thrusday through Sunday. For workforce mobility and regional connectivity more transit would be beneficial. The RTC'S BRT is a good start for transit improvements in Las Vegas. Further enhandrong the BRT to connect the entire Valley is critical to the future of our community. Altront to onnectivity is also a critical element that cannot be overboked.	The LVCVA commends NIOT for embarking upon this effort to improve mobility finough southern Neveds and the entire state. If the LVCVA can provide you any visitor statistics to assist you in this effort please feel free to contact Mr. Kewin Bagger (702) 892-0711 at the LVCVA.

## STAKEHOLDER SURVEY: GOVERNMENT

Jurisdiction	Additional Comments on Freight Movements	Passenger Rail Beneficial to Community		HSR Benefit Community	Transit Services to Connect to	Additional Thoughts
Nevada Commission on Economic Development (Initiative) Best viewed in original format.	Compute the fact relatives products to the market will remove three trucks from from the interstate highway system and the 1997 local streets. The benefits to be realized sufficient than this transition include improved all profits that the produced wathout an initial serviced wear on the surface responsition infrastructure. Increasing reproperties that the properties of the properties of the profits of the	Los Argeles to Las Vegas ende in Estudios passenger en al service aber de control passenger to Las Vegas ende di mid ende and sais to support de control d	Connecting Les Vegas and Los Angeles in the first priority. Once this route is proven and profitable, additional routes to Orange County and San Dego are logical extensions. Other nearby metropolation areas ities. Rean or Phreenix present greater challenges because no existing all lines exist that directly connect the markers. Sat Lake Colt account dean option but may not provide an option but may not provide sufficient indensity to support a profitable councet whose such operated to identify the true costs and benefits of each.	The vision of high-speed rall between Coalfornia is exciting to imagine. The challenge if is mode of ortacl presents is the astronomical cost of building the dedicated bits mode of ortacl presents in the astronomical cost of building the dedicated guide-ways that would be meeded. In addition, the many itechnoglogical challenges facing high-speed rall have yet to be fully resolved. When some outes in Europe and Japan are operating, this indicative in family and recomment in the same of the standard exists at present. Without major funding support from the United States government, it is unlikely a high-speed rall project could start development in the near future and the current budget constraints in Washington DC make this funding source less likely than previously thought. Current estimates for the various high-speed rall proposals range from \$50 billion to \$15 billion and the development schedules are at least five years before a train can be make these projects profitable. Current deemand studies suggest that substantial increases over existing visitor volumes wincreases over existing visitor volumes were preparent or solutions to the recover suggest that substantial increases.		New passage and feight rail service to Southern kevada will benefit curve existing economy and oreate significant mew investment that will contibute to the overal economic development and diversification of the region. Support of these efforts in the State Rail Plan is essential for any of these ventures to succeed.
Nevada Operation Lifesaver	From the rail safety view, we need to reduce/eliminate at-grade crossings and develop a methodology to deal with trespass on rail property.	N/A	N/A	WA	N/A	See attached letter.
North Lyon County Fire Protection District	As a Fire Chief is very under funded Absolutely yes. There is presently in district with major rail and road corridors, form of commuter transportation training on rail incidents and funding is a between Fernley and Sparks Reno. HUGE issue.	ulely yes. There is presently no of commuler transportation een Fernley and Sparks Reno.	Commuter rail transportation east and If west of Femley.	Femley, Sparks, Reno, Femley has become a primary community and would benefit from high speed rail into the larger regional cities and help growth of this community.	Bus and light ral as above. As well as south into Las Vegas.	I think passenger rail would greatly enhance opportunities and growth for Nevada especially during such troubled financial times. It would create jobs and allow for more transportation options.
Nye County		There is no existing passenger rail is service in New County, so communities. Any new transportation development a would be beneficial to Nye County, as it provided raise is service accessible.	Nye County would like a Reno to Las Vegas in the passing through Tonopah tand a Las Vegas to Patrump line (with potential for extension into Los Angeles I and other Southern California locations) the control of the c	Yes, improved accessibility would benefit by decounty's communities, connect with passenger rail servinch benefit by County's communities, connect with passenger rail servinch making them more aftractive locations to the Town of Pahrump. Pahrump is the mander work. We County believe largest community. NW County, and that a Revo to Las Vegas to has the population and developed area through Tomopah and a Las Vegas to has the population and developed area through Tomopah and a Las Vegas to equiring service from and potentially able to support a bus system.  Southern California locations) would be most beneficial.	Bus services should be available to connect with passenger rail service in the Town of Patrump. Patrump is the largest community in Ve County, and has the population and developed area requiring service from and polenitally able to support a bus system.	Ne County would like the opportunity to review future plans for atlangas in Nevada. Based on proximity of rail to existing County industry and infrastructure, we would be able to make better informed, more cost-effective recommendations for initiatives such as the Nevada State Rail Plan.
Public Utilites Commission of Nevada						PUCN is a regulatory agency. We regulate all railroads (freight, passenger, excursion) within the state. We do not represent any specific community as to railroad needs.

## STAKEHOLDER SURVEY: GOVERNMENT

Jurisdiction	Additional Comments on Freight Movements	Passenger Rail Beneficial to Community	Types of Passenger Rail Service or Amenities To/From Destinations	HSR Benefit Community	Transit Services to Connect to Passenger Rail	Additional Thoughts
Regional Transportation Commission of Southern Nevada	A freight study will be completed as part. Passengar rail service between Los of our Unified Planning Work Program in Angetes and Las Vegas was the coming fiscal year.	Passengar rail service between Los Angeles and Las Vegas was discontinued.	Rail tudy //mpo/	High-speed rall service would be a very valuable addition to our transportation system as it would reduce vistor traffic to on the region's highways.	Convention rall service could provide a "proof to concept" of demand for passenger rall service on exclusive trackguideway facilities such as high speed and super speed rall.	
Tahoe Regional Planning Agency (TRPA)		New Passenger Rail Service along I-80 Corridor.	Capital Corridor (Sacramento to Reno)	unsure	Greyhound throughway	
Utah Department of Transportation	≼ N	Despite Navada's limited existing rail infrastructure, this is a good question to ask. Would communities such as Feniley, Lovelock, Wisl, and West Wendover in northern Nevada benefit from having Amtrak's existing California Zephyr passenger in stophen in stophen than stopping there? Likewise, would Primm, Las Vegas, and Callente in southern the Navada benefit from a reinstating of the Amtrak Desert Wind between Salt Lake City and Los Angeles? Also, would Winnerucca and Erko, who currently are served by the California. Zephyr benefit from improved station facilities at those locations? Would additional service frequencies be beneficial be eliminate middle-of-the-linght arrivals and departures along rail passenger routes?	In Keeping with the previous question, the State of Utah has anot believed that the two passenger frains which were disconlinued by Anthrack on May 11, 1997 should be reinstated. The Salt Lake City to Seattle Poneer did not serve the State of Nevada, however, the Salt Lake City to Cos Angeles Desert Wind several southern levades with stops in Callente and Las Vegas, Utah further believes that these trains, if the reinstated, should be part of the feedably-financed national network of long-distance Anrifact iranins, as both or or sets state-funded trains as both or as state-funded trains as both or as state-funded trains as and bur as the funder trains, as and bur of some sing the beeart Wind from Utah communities to Las Vegas was engertable right up until that train was eliminated in 1997. Saltiant business opportunities solt as Vegas was eliminated in 1997. Saltiant business	NA (Please contact the Utan Transt Authority on matters related to high-speed passenger rail service.)	Although this question is doviously directed to communities in Nevada, it is alroud be noted that most any community would behalf from coordinated transit services linked to rail passenger operations serving that city or flown. Transit and harenty rail facilities should be co-located wherever possible to ensure sease in transitering between modes, intercity rail passenger stations coursed adjacent to, or as a part of alport terminals, would be mutually counted adjacent to or as a part of alport terminals, would be mutually such that is the standound of access to rental cars, transit, and other forms of ground transportation.	Please cortact Daniel B. Kuhn at UDOT if you need additional information.
Washoe County Public Works	The state has a low inventory tax, so more warehouses could come here if freight shipments were easier to move.	We have some with Amtrak. I doubt anymore would use passenger rail with the inconvenience of transportation on both ends of the rail stop.	Reno to Sacramento with shuttle services on both ends.	Ę.		I'm not sure the Reno area is large enough for more passenger rall service that what already exists with Amtrak.
Washoe RTC	N/A	our rail passenger system is located next to our bus transit station	N/A	yes, North South rail line to tie into the proposed Las Vegas highspeed rail line	same as #17	

Business	Type of Product(s)	Contact First Contact Last Name		Title	Address	City	State Zip	ip Email	Phone	Shipping by Truck, Rail or Both	Rail Shipment Available
Anonymous										Both	Yes
Art Wilson Co.	Gypsum & limestone	Ken		u.	PO Box 20160	Carson City	> Z	89721 ken@awqvpsum.com	(775) 882-0700 Both		Yes, but 20 miles.
Baker Hughes Oilfield Operations, Inc.	Barite (barium sulfate)	Mark	Hebert	u.	PO Box 277	Battle Mountain	ž	89820 <mark> mark, hebert@bakerhughes.com</mark>	(775) 635-5441 both		yes
Chemetall Foote Inc.	Lithium products	Joseph	Dunn	L.	PO Box 98	Silver Peak	> Z	89047 joe.dunn@chemetall.com	(775) 937-2222 Truck		00
EP Minerals, LLC	Diatomaceous Earth/Perlite - bulk and packaged	Mike	Ingram	05	9785 Gateway Drive Suite 1000 Reno		> Z	89521 mike ingram@epminerals.com	(775) 824-7615 both		Bulk rail shipments direct from our facilities are available.
General Moly, Inc.	Molybdenum	Bill	Albert	CV .	2215 N 5th Street	S	Ž	89801 balben@generalmolv.com	(775) 748-6000 both	south ( )	Rail is available at a distance of 80 miles. We are not in production today. WE will be bringing numerous commodities to our Mine.
Grefco Minerals, Inc.	Diatomite fillers and filler Rocky aids		Torgrimson	Dicalite Minerals Corp	36994 Summit Lake Road	Burney	CA	96013 ttorgrimson@dicalite.com	(530) 335-5451	Currently truck only. Used to ship via both through Mina, NV	No. Not since 1980's
Gryphon Gold Corporation	Gold	Steve	Craig	Vice President	611 N. Nevada Street	Carson City	ž	89703		anticipated new mine production will use truck once started	00

Business	Type of Product(s)	Contact First Contact Last Name Name		Title	Address	City	State Zip	Email	Phone	Shipping by Truck, Rail or Both	Rail Shipment Available
Nevada Cement Company	Portland cement, iron ore, coal, petroleum core, refractory	Joseph	Sells	ā	PO Box 840 F	Fernley	88 >N	89408 iselis@nevadacement.com	(775) 575-2281 Both		Yes
Newmont Mining Corporation	Ship and Receive : Coal, Robert Grinding Media, Fuel, Copper Concentrate.	Robert	Velasquez	=	1855 Mountain City Highway	Elko	N >N	89801 <u>robert velasquez@newmont.com</u>	(775) 635-4287 Both		yes
Port of San Diego	Bulk and Break bulk and Miguel container	Miguel	Reyes	IØ	601 Switzer Street	San Diego (	CA 92	92101 mireves@portofsandiego.org		rail and truck	yes
Queenstake Resources USA, Inc.	<u></u> >	lley	Barton					ibarton@jerritt.com	(775) 738-5600		
Tahoe Reno Industrial Center	fuel products, paint, hardic board, and eventually all commercial products as part of a world class industrial center	Vincent	Griffith, PE	President 87	8725 Technology Way, Suite B	Reno	N	89521 <u>vince@recnv.com</u>	(775) 852-5700 All, both	All, both	Out only
The Port of Long Beach	o from inland	Carlo	Luzzi	Manager of Rail Transportation   925 Harbor Plaza		Long Beach	00 V	90802 luzzi@polb.com	(562) 590-4140	(562) 590-4140 We are a landlord as owner of a port, a government agency. The government agency. The Port of Long Beach is a department of the City of Long Beach.	Yes
Wilkin Mining Trucking Inc.		Dennis	Sonnenberg	Ĭ.	700 Antelope Canyon Road CHC 34 Box 199	Callente	8 >	89008	(775) 728-4463 truck		notat present

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Business	Truck Shipment Available	Issues Obtaining Available Trucks, Drivers, Trains or Containers	Issues Obtaining Available Trucks, Issues Associated with Truck-Rail Origin of Product Drivers, Trains or Containers Companies		Final Destination		Frequency of Shipments
Anonymous			None	Fernley, NV	wondwide	diatomaceous earth; 50 & 1000 pound bags; 53' trailers & export container	daily
Art Wilson Co.	yes we truck to our siding in Silver Springs, NV	Our siding at Silver Springs is not set up to handle all types of shipments, either shipping or receiving.		We receive lignin sulfonate by rail of coming from either the southeast or the northwest.	California & Oregon	We receive approximately 3.600 tons (weekly gright) sufficient and a sing approximately 20,000 tons of gypsum each year.	weekly
Baker Hughes Olifield Operations, Inc.	n/A	Trucks are supplied by clients. This operations rately, if ever, is required to arrange for trucking due to aforementioned reasons. We currently ship 90% by rail and there have been no issues with UPRR, who provides the rail services.		gui	cts shipped to various candings. Penalywaria, New Arkansas, Oklahoma, Texas, do, Wyoming, Utah & Texas.	by by by by by by by by by by d	Shipments are normally daily.
Chemetall Foote Inc.	OU.		scheduling issues mainly		global	d in bas, containers es are er year	daily
EP Mnerals, LLC	Intermodal shipments are transferred at UPRR Sparks NV intermodal ramp	Intermodal shipments Rail (intermoda) Equipment are transferred at UPRR shortages occur due to limited Sparks NV intermodal inbound business via rail. These ramp year: Inbound business via rail. These shortages can occur any time of the year: Trucks - seasonal shortages in Trucks - seasonal shortages in Trucks - seasonal shortages in Trucks - definitionally, with even very season. Additionally, with even very minimal national economic upturns. We see a lack of capacity in general.	k of).	v fuck-rail companies, you mean   Primarily originate in Western U.S. Skdraymen; the primary issue we (minimal inbound volume. Its equipment availability (lack of).		Minerals (diatomaceous earth/perite): ~300,000 tons per earth/perite): ~300,000 tons per cars/FIBC's/paper bags.	Daily
General Moly, Inc.	We must truck to/from the rall siding.	s iver way.	it id	Product comes from multiple Shipments include China. South Iocations, Wisconsin, Kansas, Texas, Korea, India, France and United California, Washington state. States.		,	Daily
Grefco Minerals, Inc.	No. 130 miles to nearest transload	No. 130 miles to nearest No issues other than expense to transload obtain trucking	N/A	N/A	Domestic - USA. Exports Oakland to Bagged diatomite in full weight dry Vorld markets.  -130 truckloads per year.		4 days/week
Gryphon Gold Corporation	00						

Business	Truck Shipment Available	Issues Obtaining Available Trucks, Drivers, Trains or Containers	Issues Obtaining Available Trucks, Issues Associated with Truck-Rail   Origin of Product Drivers, Trains or Containers   Companies	Origin of Product Final Destination	Type and Volume of Product	Frequency of Shipments
Nevada Cement Company		No issues		Via rail - Sacramento, CA	In a "typical" year - 150,000 - 200,000 weekly to daily tons of center it closed top hopper cars. 80,000 tones of coal and 20,000 tons of pet core in open top hopper cars.	dweekly to daily
Newmont Mining Corporation	We primarily transfer from fall by tude. Points of transfer are Carlin, Dunhpy, Golconda and Elko.	Trucking industry will continue to be strained by deslining workforce. 60 appercent of current workforce are made of baby boomer generation with fitte or enrants to the cocupation. Confinued regulation on the industry have made less attractive occupation. More rail to include cocupation. More rail to include cocupation. More rail to include cocupation. More rail to	_	Please see the attached document. Please see the attached document.		Daily
Port of San Diego	n/a	trucks coming to our cargo terminals   Some truck companies are not in must be compliant with CARB's rules   compliance with CARB's regulations and regulations		Far East, Europe, and the Americas   South America, Far East	Type: perishables, cement, bulk products, fertilizer, cars, product ???, 2?? Components Volume: FY 2010/2011, 2.8 million tons	
Queenstake Resources USA, Inc.						
Tahoe Reno Industrial Center	Portions of the site do not have access to rail and might be a candidate for grant funding	fuel prices, cost of backbone rail infrastructure	none	TRI received product from allover the All US US	See individual customers	See individual customers
The Port of Long Beach	Both rail and truck available at Port of Long Beach. There is truck- rail transfer within southern California area (LA. Orange, Riverside, San Bernardino counties.)	N/A. We are a port landlord.	The port marine (erminals deal with litrucking and rail companies.	Primarity in Asla, but all over the MI over the US. world, 90% East Asla.	All commodities shipped through the Port of Long Beach: 5.3 Million containers (20-foot) in 2010. 76.6 million methic footns: \$140 billion in cargo in 2010. See attached overview.	Daily
Wilkin Mining Trucking Inc.	oc	The railroad will only talk with you, if Our you are willing to ship large and quantities. I or 2 could easily grow woul into much larger shipments.	location is too far from Vegas economical loading in Callente Id be Ideal and proffable.	None at present We could ship all over the United State if we could get rail access at Callente Nevada	inited We produce perlife crude ore as well as expanded perlife. The crude ore would be shipped in 100,000 ton cars. The cars normal are a bottom dump car. Totally enclosed.	Il Af present we are not shipping crude ore, but if rail access were possible, we could.

Business	Freight Shipments Seasonal	Peak Months for Shipments	Increased Truck-Rail Freight Alternatives Affect Business Competition	Improved Freight Shipments	Improvements Generate Larger/ More Frequent Shipments	Additional Comments
Anonymous	OU		not sure		not sure	
ArtWilson Co.	O <sub>Z</sub>		The railroad is very good at competitively pricing their rate to match truck rates.	We would like to see more competition in rail services, that would lead to lower rates.	We lost our on 60,000 tons of rail  Currently our rail siding in Silver movement of gypsum because of the Spinnigs is serviced by the railroad high cost of rail.  Innea innes per week, as our siding somewhat limited, it would be help to have it services more frequently.	Currently our rail siding in Silver is Spring's is serviced by the railroad three times per week, as our siding is somewhat limited, it would be helpful to have it services more frequently.
Baker Hughes Oliffeld Operations, Inc.	. No - we operate year round	n/a	I do not think this would have much affect.	None at this time.	n/a	Currently have no issues with other rail or truck shipments.
Chemetall Foote Inc.	O <sub>C</sub>		reduce shipping cost	rail system in close to production facility	OU	
EP Minerals, LLC	No, though some markets we serve are seasonal.	N/A	Positively - The existing rail service is Rail service provider competition. Imited in terms of domestic information are view as well as suppliers of rail service. The lack of ability to place containers for exprain momentum in our area drives our on the rail in Nevada for ultimate costs up. Limited service to outbound destinations drives us to unbound destinations drives us to unany cases can makes us not competitive.	Rail service provider competition. Increased dimedic infermodal intermodal service offerings from our area. The ability to place containess for export on the rail in Nevada for ultimate export from the U.S. West Coast.	Yes - daily.	We are possibly the largest intermodals shipper in Northern Novada. Our business has been negatively impacted by reductions in servicerouting options offered. Our experience is that those who are working on projects such as this, do not involve the actual shippers; typically using representatives from economic development organizations and trade associations. We would be happy to participate and provide input as an actual user of the rail and highway system. We move over 12,000 toads ammually, we have a good understanding of the market. Thank you if I could get a copy of these responses, I would appreciate it.
General Moly, Inc.	oe e	n/a	Larger shipments would be available More north/south rail to better serve by rail with the correct sizing for the areas near Eureka and Tonopah, weights. That will reduce the cost and increase our ability to remain competitive in the global market.	More north/south rail to better serve the areas near Eureka and Tonopah.	Larger shipments but the shipments would be less frequent that trucks.	Rail shipments of highway restricted commodities for weight and size would reduce our cost for deliveries, allow for 24/7 travel times to improve on delivery times, allow for cless handling of out going shipments and generate less need for police escorts.
Grefoo Minerals, Inc.	OU	n/a	rail would enhance our ability to compete	bring a rail line closer to our plant	rail would easily allow us to volume to 400 truckloads, and ship bulk rail cars.	0
Gryphon Gold Corporation						Sir, even though we do not use rail now, I believe that a rail line between Las Vegas and connecting at Hawthome will open up huge potential for mineral resources including bailte, gravel, day from central Nevada (north of Tonopah).

Business	Freight Shipments Seasonal	Peak Months for Shipments	Increased Truck-Rail Freight Alternatives Affect Business Competition	Improved Freight Shipments	Improvements Generate Larger/ Additional Comments More Frequent Shipments	Additional Comments
Nevada Cement Company	yes	June-October	×.	Lower cost.	No necessarily.	
Newmont Mining Corporation	no					
Port of San Diego	some of them are	depends on commodity, but it is usually for perishable products	Currently, San Diego is only served in by BNSF. By having another rail. I company, it would increase San a Diego's competitiveness vs. other it points in southern California.	more liner services running to San Diego another rail line pulling cargo terminals	they would generate more frequent shipments difficult to say by how much	freight movements done by rail have an imitation based on detearance. As a handler of wind components on the west coast, there is a limit on what we could move by rail because of rail clearances.
Queenstake Resources USA, Inc.						
Tahoe Reno Industrial Center	<b>∀</b> ⊛	Nov-Dec	It would add users to the TRI center II and create job. It would give Nevada ca better mouse trap.	Intermodal at TRI center. Rail Yard out of Reno.	Yes, unknown.	Rail is key to new ideas, diversity. Also, we contemplate a time that employees will need better commuting options as I-80 grows and fuel prices rise.
The Port of Long Beach	N/A	Port peak season is Summer/Fall	More infrastructure needed (rail) N	More rail infrastructure	More rall via freight corridor instead of fruck	See attached port data
Wilkin Mining Trucking Inc.	OL OL		We have companies call all the time looking for crude over which we could produce. There are opportunities to supply expansion plants allover the plinted States. Trucking to these plants is too expensive and we cannot make it profitable. If rall were available, then it would become a viable option.		yes	

Business	Contact First Name	Contact First Name Contact Last Name T	Title /	Address	City State	State Zip Email	Phone	Railroads Serviced	Rail Interchanges
Virginia & Truckee Railroad Company	Robert	Gray	-	PO Box 467	Virginia City NV 89440	89440	(775) 376-5	(775) 376-5664 None. We are completely isolated from the main system. We have no	N/A
Virginia & Truckee Railroad Company	Тот	Gray		PO Box 467	Virginia City NV 89440	89440	(775) 847-0	(775) 847-0745 a seasonal tourist operation. See enclosed time table.	
Nevada State Railroad Museum (Nevada Southern Railway) (	Стед	Corbin	Auseum Director (6	Museum Director (600 Yucca Street Boulder City) NV		89006 gcorbin@nevedaculture.org	<u>liture.org</u> (702) 486-e.	(702) 486-5952 UPRR	Currently, there are no interchanges occurring on this portion of the Boulder Branch Line.

Business	Constraints Impacting Railroad Ross tone of Freight		Top Commodities Shipped HAZMAT	Capacity for 286K cars	Capacity 315K cars Length of Mainline	ength of Mainline
Virginia & Truckee Rallroad Company	N/A	N/A	N/A N/A	N/A		
Virginia & Truckee Rallroad Company						
Nevada State Railroad Museum (Nevada Southern Railway) The biggest constraint for our operation is the paved over or at Hwy 93/95 at Railroad Pass severally initia our ability to expect the severally initia our ability to expect the several prints our ability to expect our operation. By not having a connection to the rest of general prints of the set of general prints of the set of general prints.	The biggest constraint for our operation is the paved over crossing at two 939/95 at Railroad Pass. This severely limits our beliffy to expand our operation, by not having a connection to the rest of general system.	NA (no freight)	No commodifies are being shipped. NA Passenger service only.	NA No we do not have the NA No ve do not have the conditions.  Conditions.  Conditions.  Conditions.	N/A No we do not 4 miles have the have the capacitydue to rail weight and the conditions.	illes

Business	# Siding/Passing Tracks Length of Siding		# Industry Trucks	# Crossings #	Bridges Mi	le (by Class)	# Customers	#Industry Trucks # Crossings # Bridges Mile (by Class) # Customers   Freight Movements   Frequency   Percentages/RR   Percentages/Nevada   Truck-Rail	Frequency Percent	ages/RR P	ercentages/Nevada	Truck-Rail
Virginia & Truckee Railroad Company												
Virginia & Truckee Railroad Company												
Nevada State Railroad Museum (Nevada Southern Railway)   2 passing		2000 feet	none	1 active	<del></del>	4 (Class 2)	N/A No customers.	<b>₹</b>	Monday thru Friday: Avg. 2 trains per train Friday and Saturday: Avg. 4 trains			A X
									daily, o cars			

siness	Challenges/Opportunities Industrial Dev Light/Cummter Rail Additional Comments	Industrial Dev	Light/Cummter Rail	Additional Comments
ginia & Truckee Rallroad Company				
ginia & Truckee Railroad Company				
vada State Railroad Museum (Nevada Southern Railway) NA	N/A	N/A	Ves, we have the right- NVA current track and tie conditions will not support light rail or commuter rail service.	N/A

rstName	LastName	Address	diZ	hone	Email	Rail Issues or Opportunities	Rail Line Improvements	Business on Freight	Business on Passenger	Additional Comments
Charles	Brandt	4635 W Royal Club	/egas NV 89103	(702) 362-6938	k@ cox. ne <u>t</u>	Amitrak passenger service both east and west). Situdy both east and west). Situdy milling of constructing a subway lilly of constructing a subway lilly of constructing a subway of er of the Strip and to ort. (Should have been done osed thirty years ago).		Directly, none. Indirectly, we all use is as s many goods are transported by rail.	Used to use several traces per year prior to N Sessing Amtrak in 1997. Would gelady use it I again. I refuse to fly and subject myself to 1 TSA abusest	Directly, none Indirectly, wa all use its as a cyllest to use several times per year into trol for Wand passenger all review ce restallable in Last Vegas NOW Not some insary goods are transported by rail.  Risking Amritak in 1997 Vindid gably used. It united plack-the-easy dream five or ten years from now. Make the deal (if a again. I refuse to fly and subject myself to subsidy is required) with Amtrak and get service restored.  TSA abuses!
Anonymous			Boulder City NV	JI	consolidation@yahoo.com	Light rail/commuter rail in the Las Vegas area 2. high speed rail connecting the major cities in the SW (Western High Speed Rail Alliance)	The state needs a viable passenger rail system.	Not directly.	Never in Nevada. The closest passenger rail station to Las Vegas is Kingman. A better opportunity is desperately needed! If we could take a train to LA or Denver, we would.	
Benson	Kwong				wong benson@vatros.com					would like to suggest like 1007 implement Armite skyle evolve between Las Vyggas and Los Angeles, with perhaps 1 or 2 daily roundrips. The existing UP lies has excess suggestly and would be much cheaper and ducked to implement absemper rail service on than building new with high speed all. Passenger equipment will be available in the nort few years out of the Markeet, as new believe equipment will replace a high evel equipment currently being used, fresting them up for new excess such as less Vegas to Los Angeles. In this fiscal cinnale, there is not enough funding for high-speed rail. Implementing Antrikkyps service, following the California model, is the most logical choice at this point.
Ronald	Damele Ei	Eureka County		(775) 237-5372 10	dam ele@eurekanv.org					I would prefer to complete the survey online, when will that option be available?
_	Hoffman				Strada94@msn.com					I read with interest in the Reno paper this morning about the ongoing efforts to deal with the Anaconds depth Copper Plu in Ferrigiton - it is proximity to the Mind branchine. It may be beneficial to include the possibility that movement of materials or EPA clearup activities may afford an opportunity to ship by rail rather than unloid numbers of tucks should the scale of the operation warrant it.
Patricia	Moyer			(702) 269-5749 p	dmoyer@aol.com					Maglev all the way!
	Andersson		_		iander sondiguation com					As a pount to Newaga and collational, a malely occeremed with the transportation systems of this community and their impact on our economy Regarding his. I submit the following comments on my criteria for a preferred passenger at a system for the State of Newaga. 1, I would NOT ride a train to Victorive or De Farmide, but I would find be that in this comment for a preferred passenger at a system for the State of Newaga. 1, I would NOT ride a train to Victorive callioning editioning, and the state of the state of the Southern Callioning editioning, such as I.A. or American, without having to change trains. 2. I would be more likely to use a high-speed train in state made connections to one or more alposts in Newaga and Callionina 4. Long-term life cycle and operation and maintenance codes should be of concern in esteding at all place peed train entering only support the Mystemed train system that readers to speeds of all and should only support the high-speed train system that readers to speeds of all least 300 mpt, similar to the high-speed train system the trainsets to speeds of all least 300 mpt, similar to the high-speed train system the trainsets to speeds of all least 300 mpt, similar to the high-speed train system that readers to speeds of all least 300 mpt. amilar to the high-speed train system to being parmed in Callorinia
	Bailey				adamsm&@hotmail.com					A frain running between NV & CA would do so much to boost the economy of DAD TSTATES. Thousands of men & women currently unemployed could re- enter the work force and be able to provide for their families. VENEED THIS TRAIN!! And we need it ASAP!!
Anthony	Morella				anthmore@netscape.net					a min full support for Magher, Las Vegas as a world destination for the casinos, londer, shopping, and restaurants. Now is the time to put us on the map for transportation too. Not only would it increase bourism but the residents of both so call, and so. New, would also love to have alternative transportation to each others critical for weeken displayers, Notloopin in so. New, would also love to have alternative transportation to each others critical for weeken displayers, Notloopin in so. New, work to get away to Victoriale, tust me. Magher is the only answer for these two cities.
Bryan	Eggers V	/egasNews.com		(702) 363-9878 <u>w</u>	вазыная в под под под под под под под под под под					As a resident of Needas, an mit right concerned with the transportation systems of orthis community and their impact on our economy. Regarding this, I satinit the following comments on my criteral for a perferred passenged in system for the State of Nevastar, I, would NOT ride a train to Victorials or to Paincide but I would ride a train that connected to a major Southern California destination, such as a high-speed train that connected to a major Southern California the sest than 2 bours. 3. Would be more likely to use a high-speed train that reached my final destination in Southern California hies than 2 bours. 3. Would be more likely to use a ligh-speed train if the train also made connections to one or more alpots in Newada and California. 4. Long seelings in play-speed train it between costs should be not concern in seasing in alph-speed train it be most current, involvable terhology and should only support a high-speed train system that reaches top speeds of at least 200 mph, smiller to the high-speed train system heing planned in California to run between San Francisco and LIA, and especial parties of the concern of the properties of the properties of the properties of the concern of the properties of the properties of the concern of the properties of the properties of the concern of the properties of the concern of the properties of the properties of the concern of the properties of the properties of the concern of the properties of the properties of the concern of the properties of the properties of the concern of the properties of the propert

Business on Passenger Additional Comments	Anyone not entrabening DX cover Magelve is beauty fording and of financial gain. That's like entrabening DX cover 8 days (prothes) and financial gain. That's like entrabening 8 &W. Zeanth Y Yover 8 Gayp, Rando HD.  3. The Belter option is dear in Yis Bester and lakes you were boy our want to go. Specially with fuel protes always being a threat -with a steady ridershy hagger makes more easier blan a plane, and ro all desel powered Carelin called DXI. As a resident of Newdel, an highly concerned with the transportation systems of his community and their integer of no uncorrected with the transportation systems for the Oldward converse or a preferred passenger rail system for the Claim of the Converse or a preferred passenger rail system for the Claim of the protein of the converse of the converse or an engineering estimation, audit and the arrival transportation and setting only and Lot A characteristic for the converse or high converse or an ingle-speed train that connected to a major Southern california destination, and the set an high-speed train that reached my final destination in Southern California has been an elsely to be supply appeared train if the train last endined more likely to use a high-speed train if the train last one empress altons in Newdel and California a last made connections to one or more altons in Newdel and California 4. Long	A rail ghan is long overdue. Existing than thread as problem from the Oly of Carlin, The railroad abandoned it's property in the center of Carlin and it needs to be enfonceproted back in the OCK it is not ferced and with the increased speeds if has become damperous situation. The state should be a lisen to help ottes work on their problems with the railroad. Hearter Trujillo, PO Box 1953, Carlin, INV 88822.	At a time when larger altrocks are being stacksided by the Under States government (taxpeyers dollars), and State governments are cutting budget drastically, it doesn't seem for steake to go nin this type of risk pale. The Regional Transportation in Calix County is subsidized. The Monoralis supposedly privately framed and val blue to support reflect rate and counting the subsidized. The Monoralis supposedly privately and regional value and being the subsidied to the subsidied to the subsidied with the County of the Count local and regional and national operaments should be the same Ellier we cut foreign aid so but funds are available within the United States, or we put projects can be a not be considered within the United States, or we put projects control as should agaly in every aspect of government. Sincerely, Mr. and Mis. C. G. Andress, HOSS Box 14, Searchight, Newada 89046	Cal-New Valgee: How many years of estimate before the policy times a profit?  Of course with all capitalistic ventures the hivestors hope to eventually see a positive return on the firm money, is the project anyway by the managed like Amfrak? If it isthen it will be an economic disaster and a non-statier. "Good-Luck with the project!	As a resident of Newdad. In mit might yourconded with the transportation systems of this community and their impact on our economy. Regarding this, I submit the following comments on my clear for the State of Newdad: I. I would NOT ride a train to Victowine or to Paincabe, but I would NOT ride a train to Victowine do since the Newdad is a train that connected to a major Scottlem California, such as a fill-speed rate in that enchemed to major Scottlem California or, such as a fill-speed train that reached my find leds that on the California is less than 2 hours. So thouse a sufficient a fill-speed train in the reached my fill-speed train in the first train. So the connections to one onne algoritie in Newdad and California 4, Long ten il fill eye de and operation and maintenance costs should be of concern in seeduring a light-speed train in the necking with the speed train in the reached my fill-speed train in the train of seedings and so the concern in the seedings and supplications and maintenance costs should be of concern in seedings and seedings are seedings and seedings and seedings and seedings and seedings are seedings and seedings and seedings and seedings and seedings are seedings and seedings and seedings and seedings are seedings and seedings and seedings and seedings are seedings and seedings and seedings and seedings and seedings and seedings and seedings and seedings and seedings and seedings and seedings are seedings and seedings and seedings and seedings and seedings and seedings and seedings and seedings and seedings and seedings are seedings and seedings and seedings and seedings and seedings and seedings and seedings and seedings and seedings and se	Hope springs eternal :)	I am all up the Magnet Units more benefits than Deset Expense. On the other hand Deset represe not only have the chance of failing but also will give wrong notion to people of high reped and it The research Deleve will be obsert Expenses falls is for the simple reason that will want to travel from Las Vegas to Victorial or Victorial or V	On page, the Deserk/Dress project sourcine steller it is cheeped and uses of the shell the chorology, And let's face it, in a time of record deficits, cheaper is often better the chorology. And let's face it, in a time of record deficits, cheaper is full of faves and "vhati its; like ending in Victorvile, with no sold guarantee of a Pammade extension. The depley project, which more expension, is the better option in the long run, because it not only ensures that Anahem and Las Vegas are connected; it vould with Spassengers at more than Throllic her speed of Deserviceses 'trains. A train with untested technology, but with higher potential. It is better than a near-useless in playsepect that in nowhere. Therefore, I urge is better than a near-useless in playsepect than in nowhere. Therefore, I urge is Near an ener-useless in playsepect than in nowhere. Therefore, I urge is Near an ener-useless in playsepect than in nowhere. Therefore, I urge is Near and surmakens to book carefully a both proposals and, for the sale of both Californians and Nearadars alke, and their support for the Magley project.
Rail Line Improvements Business on Freight								
Zip Phone Email Rail Issues or Opportunities	(702) \$30-3436 elitramitum@valtoo.com	heather truito@grmail.com	Dpandress gland com	(301) 282. 984.9 <u>duant2015@yenhoo.com</u>	(702) 378-3369 <u>materia simpleori22 @valhoo.com</u>	(702) 482-7245 pete@golandsalling.com	(702) 977-3867 <u>surnorms@qmail.com</u>	dra asher@kolmal.com
FirstName LastName Address City State	Eric Harshaw Bellagio	Heather Trujillo	nd Mrs. Andress	Darel Van Sickler Private	Marcia Simpson	Pete Lyons Go Land Sailing.com	Varnsi Surapaneni Pursons	Joshua Reyes

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FiretName   setName	Address	City State Zin	Dail legues or Opportunities	Pail I ing Improvements	Business on Fraight	Business on Dassender	Additional Comments
Crystal		i	004993 Cdleleman@gmail.com			200	I will never get on a slow train to Victorville. I think it will also be unlikely for
							anyone in southern Nevada to get on any type of slow train going nowhere.
							magiev is the only answer because: it is today is technology (not yesterday is, it is forward thinking, it can be done without the use of foreign oil. It is fast enough
							to compete with planes, so people will use it. A slow train to Victorville is a total
							waste of money, and similar to the LV monorail (which doesn't connect to the
							amport), no one will ride it if it dees it treating go anywhere. NDO I needs to get
							to Anaheim/ Ontario aimort really makes sense not to mention we could really
							use the jobs!
	GVA Vehicle Autoparts		s@gmail.com				When's the ETA for completion?
Suareen			(70Z) 30U-99UZ SNareen nicole@normali.com				As a resident of Nevada, I am nightly concerned with the transportation systems of this community and their impact on our according Recarding this I submit the
							following comments on my criteria for a preferred passenger rail system for the
							State of Nevada: 1. I would NOT ride a train to Victorville or to Palmdale, but I
							would ride a train that connected to a major Southern California destination, such
							as LA or Anaheim, without having to change trains. 2. I would be more likely to
							use a high-speed train that reached my tinal destination in Southern California in
							less train z nours, 3. I would be more likely to use a right-speed train if the train also made connections to one or more almosts in Nevada and California 4. Lond
							term life cycle and operation and maintenance costs should be of concern in
							selecting a high-speed train technology. 5. Nevada should invest in the most
							current, innovative technology and should only support a high-speed train system
							that reaches top speeds of at least 200 mph, similar to the high-speed train
David			davidiblackman@vahoo.com				Please add me to list for e mails. I am opposed to anything other than a full
							route into Anaheim or LA/OC. NOT Victorville. that will solve NO problems and
							WILL NOT BE SUCCUESSFUL
Joe Signorelli			(702) 374-5888 joesignorelli@cox.net				As a resident of Nevada, I am highly concerned with the transportation systems
							of this community and trief intipaction our economy. Regal unity in subtilit trief following comments on my criteria for a preferred passenger rail system for the
							State of Nevada: 1. I would NOT ride a train to Victorville or to Palmdale, but I
							would ride a train that connected to a major Southern California destination, such
							as LA or Anaheim, without having to change trains. 2. I would be more likely to
							use a high-speed train that reached my final destination in Southern California in
							less than 2 hours. 3. I would be more likely to use a high-speed train if the train
							also made connections to one or more airports in Nevada and California. 4. Long
							term life cycle and operation and maintenance costs should be of concern in
							selecting a high-speed train technology. 5. Nevada should invest in the most
							current, innovative technology and should only support a right-speed train system that reaches for speeds of at least 200 may, similar to the high-speed train
							system being planned in California to run between San Francisco and LA, and ex
Everett and Clason			(702) 453-5710 eclason@cox.net				As a resident of Nevada, I am highly concerned with the transportation systems
Pongsri							of this community and their impact on our economy. Regarding this, I submit the
							following comments on my criteria for a preferred passenger rail system for the
							State of Nevada: 1. I would NOT inde a train to victorville or to Palmdale, but I would ride a train that connected to a major Southern California destination such
							as LA or Anaheim, without having to change trains, 2. I would be more likely to
							use a high-speed train that reached my final destination in Southern California in
							less than 2 hours. 3. I would be more likely to use a high-speed train if the train
							also made connections to one or more airports in Nevada and California. 4. Long
							term life cycle and operation and maintenance costs should be of concern in
							selecting a high-speed train technology. 5. Nevada should invest in the most
							that receive the procedure fections along and should only support a nigh-speed train system
							man reaches top speeds of at reast 200 light, slittling to the ringit-speed trail.
John Nalbor	GES Global Experience		(702) 523-2302   inalbor@msn.com				Please do all you can that we secure the Mag lift. We need not delay the longer
	Specialties						we do the more it will cost, the more the city of Las Vegas needs this for future.
Michael R Price			7702) 406-8114 micko@ii net				troons as sold asset of the set o
			Value (March 1997)				Magley for the high speed rail option to California. My wife and I are Vegas
							residents and we travel between Vegas and LA several times every year. If given
							the choice between a slower train that stops in the middle of the desert and a
							Taster train that goes somewhere relevant I will choose Maglev every time. Even if
							the price for rates is unless as high, I would choose magney over DesertXoress simply because if takes me somewhere I want to go. I can't
							imagine arriving at Victorville (or even Palmdale if their extension plans ever
							happen) and then having to mess around with parking and arranging alternative
							transport or with connecting trains. As I said at one of DesettApress, public meeting. The train ending in Victoryille would be like having your car break down
							in the middle of the desert, forcing you to find alternative transport. I can't
							imagine people from California feel any differently about the prospects of having
Constantin			mon orden Griph and Market and Ma				to drive TO Victorville in order to get on a train to Vegas. They would have gotten
	2		and a canonical and control				CHOOSE MAGLEV!

FirstName	FirstName LastName Address		City State Zip Phone	Phone Email	Rail Issues or Opportunities	Rail Line Improvements	Business on Freight	Business on Passenger	Additional Comments
Jack	Wand			0-599		200000000000000000000000000000000000000			As a resident of Nevada. I am highly concerned with the transportation systems
									of this community and their impact on our economy. Regarding this, I submit the
									following comments on my criteria for a preferred passenger rail system for the
									State of Nevada: 1. I would NOT ride a train to Victorville or to Palmdale, but I
									would ride a train that connected to a major Southern California destination, such
									as LA or Anaheim, without having to change trains. 2. I would be more likely to
									use a high-speed train that reached my final destination in Southern California in
									less than 2 hours. 3. I would be more likely to use a high-speed train if the train
									also made connections to one or more airports in Nevada and California. 4. Long
									term life cycle and operation and maintenance costs should be of concern in
									selecting a high-speed train technology. 5. Nevada should invest in the most
									current, innovative technology and should only support a high-speed train system
									that reaches ton speeds of at least 200 mph, similar to the high-speed train
									system being planned in California to run between San Francisco and LA and ex
Dotty	Mover			(702) 260-5740 ndmover@aol com					MAGEN All the way
Cusas	Molobor			(702) 203-07-49 Dailioyel (200) (200)					My work to one a passed train to Apabelm Colleges
Susan	Maicher	22 11413		(702) 93 1-003 I POOKETIUU UQUOUMBII.COM					I d want to see a speed train to Ananelm, California.
ELI	Hannon	ONEV		(70Z) 349-967 3 enn.nannon@univ.edu					As a resident of Nevada, I am rignly concerned with the transportation systems
									of this commonly and their impact of our economy is soon for bounding
									would NOT ride a train to Victoralle outo Dalmdale but I would ade a train that
									connected to a major Couthon California destination and a set A perhapsing 3
									Unicide to many likely to up a blak paged to a that received my find destination
									in Southorn Colleges in last a fight-speed train trait eached fight to use a high
									in Southern California in less trian 2 nouis, 3. I would be more likely to use a riigh-
									speed train it the train also made connections to one or more airports in Nevada
									and California. 4. Long-term life cycle and operation and maintenance costs
									should be of concern in selecting a high-speed train technology. 5. Nevada
									should invest in the most current, innovative technology and should only support
									a high-speed train system that reaches top speeds of at least 200 mph, similar to
									the high-speed train system being planned in California to run between San
									The state of the s
									rrancisco and LA, and existing high-speed train systems in Europe and Asia, 6.
AAA MAAA									
william	Homman,			Strada94(g/msn.com					A status analysis and process that results in projects on nevada's Light Density
	วั								Branch lines. There has been many millions of dollars expended on some of
									these lines and they should be maintained in service through a cooperative
									process that involves the lovel Economic Development Commissions and their
									process triat involves the rocal Economic Development Commissions and trief
									member snips. A plan for each planch line could be developed and projects that
									result in new businesses, jobs and rail traffic could be developed for each line.
									The projects could then be submitted to the STTAC and a project(s) forwarded
									for consideration by the FRA. This process would then establish a continuing
									comprehensive process to monitor the branch lines and the economic viability of
									rail and or multimodal projects. I also feel the rail passenger situation in the Las
									Vegas/Los Angeles corridor should include short and long range components
									wherein real sequine consistion of AMTEAK type sequine of aither standard or high
									Without and work of the service of t
									Abeed technology (5 to 20 years ) and a very right speed dedicated service
9		Oliver Otesto Cobesile		0000 0000					(buriet tidili) III tire 20 to 30 year tille II dille. The SHOLLange Highlande
Kyan	zadon	Silver State Schools Credit Union		(70Z) 697-8090 On(@Silverstatecu.com					Online survey?
Tiana	Bonnett			rail.tiana@spamgourmet.com					High speed rail with limited stops at major locations between Nevada and other
									big cities will make Nevada a desirable vacation spot again and a desirable place
Nancy				iusbarz516@aol.com					am in support of the high speed trains to Calif. from Lv. Nv. because I have
form.									been to Europe and experienced their trains - fast, comfortable cheaper than air.
									Linking LV to CA by train will save on gas, traffic congestion on highways,
									frustration, accidents, creat jobs, boost the economy in both states and just plain
									make sense, is a win-win for both states.
Dave	Brough			davebrough@gmail.com					I find reference to various meeting about High speed rail, but find nothing
									explaining any 'plan'. What gives?
									My interest isn't in commenting on existing concepts - all built on expensive
									imported technology - but advancing my own all-American technology (see
				_					attached). How do I get on board?
Diane	Brown	State of Nevada		(702) 234-3823 Vegasdi@live.com					Since I moved to Nevada from NY there's been talk of a high speed train to
									California. I nate to fly and have been waiting over 22 years. This would also be
									a great support for the environment to reduce energy costs. This will rail if we go
									Mill all all updated system going to victor vine. Who wants to go to
									numosel That's embarrassing idea Tat's he progressive for one Tat's ion the
									rest of the world and plan AHEADBuild it and they will come!
Richard	Long			(702) 622-7879 mlong@gmail.com					We need the CA - NV Maglev and not the Desert disaster. More people would
	,								benefit from the route to Anaheim then simply to VictorVille. My Family goes to
									Ca in the Anaheim area at least once a month and it would be much better and
									safer than making this trip by car.

	ss. I fully support the long and many and many and many and many and many and and and and and and and and and and	g this, laborate assets and a partial and a	aheim to Las nance (saves Expressi 3. Save linel 5. MAGLEV IS technology High et than old crap	Vogas guidalos systems guidalos systems guidalos systems guidalos subul la sesta subul la subul g this, I submit the property of the property of the property of the property of the property of the property of property of pr	1. I DO NOT want a train to Victorville, but rather to a major SoCal destination, such as LA or Anaheim 2. I want to reach my final destination to SoCal in less	
	I we in Larcaster, California and I am against the Deserfycpress. I fully support The CALV Wildage breakes it would be stelled must be beneficial in the bright run. It is also queller. The Magbew would be helping two states and many possible of the state of the state of the states and many Deserfycers is going to reach Parindea anytime soon, you are mistater. The Deserfycers is going to reach Parindea anytime soon, you are mistater. The Deserfycers is going to reach Parindea anytime soon, you are mistater. The Deputy viet and that could take it ly years. I have already been to Anthelim by son. Taking the Magber from Antelim (ASTIC dation) to Las Vegas will be eary ample and cing on the cake. I know I will be able to get to Las Vegas quidee by sheep than I would also me on the must skew Deserfyces. The CAI High Speed Kall will also the bright journey in getting to Anahem quicker. Of course II sheep could be the Deservice of the course of the course of course in the must too of by then. Those the CAV Magger is built first.	as related to Message at an Institute concerned with the transportation systems of this community and their impact no cureconomy. Regarding this submit the displaying comments on my ordinate for the screen for the State of Newages. 1, would NOT ride a trait to Victoriale or to Farlandae, but the ordinate of Newages. 1, would NOT ride a trait to Victoriale or to Farlandae, but the ordinate or the state of the state of the state of the state or the state of the state of the state of the state of the state or the state of	Vegas. The reasons are 1. Less of Well mage from Anatem to Less Wegas. The reasons are 1. Less stroke 2. Less repair maintenance (saves are 2. Less repair maintenance (saves are 2. Less repair maintenance local services are 2. Less repair maintenance local services are 2. Less repair maintenance local services are 2. Less depend gaseline (2. MACLEV. III. PREF TECHNOLOGY THAN STUDIO LOC DCAP4 TROSS returnology High Desset Express III. Alto pe people will interested to ride magely than old cinap express III. Alto people will interested to ride magely than old cinap express III. But the configure than old cinap express III. But the configure than old cinap express III. But the configure than old cinap express III. But the configure than old cinap express III. But the configure than old cinap express III. But the configure than old cinap express III. But the configure than old cinap express III. But the configure than old cinap express III. But the configure than old cinap express III. But the configure than old cinap express III. But the configure than old cinap express III. But the configure than old cinap express III. But the configure than old cinap express III. But the configure than old cinap express III. But the configure than old cinap express III. But the configure than old cinap express III. But the configure than old cinap express III. But the configure than old cinap express the configure than old cinap express the configure than the configure than old cinap express the configure than the configure t	As a resident of the comparable to the comparabl	in community and their troped for un economy. Regarding this is stainful the following community and their troped for uncercoping. Stainful their following comments on my criticals for a preferred passesseper large system for the State of Neededs 1.1 would NOT fide a train to Vetoride or 10. Palmodie but I would not find a stainful to the stainful	DO NOT want a train to Victorville, but rather to a major SoCal destination
şı	California and I am a California and I am a Securse it would be because it would be 3 airports. It will rec into treach Paimrdal and be Phase 2 and it pool take 10 years, and several times. I am liev from Anaheim (A liev from Anaheim (A tiev from Anaheim (A tiev from Anaheim (A tiev from View on the rm of take me on the rm of the my journey in the pair of the chelp my journey in the second of the chelp my journey in the pair of the chelp my journey in the chelp my journey in the the chelp my journey in the chelp my journey the chelp my journey the the chelp my journey the chelp my journey the chelp my journey the the chelp my journey the the chelp my journey the	vada, I am highly convined a Lam highly convined by the Lambard I no out on the Lambard I no convected to a may without having to charm and the convined by I would be more if it is one to more a coperation and maintre eed rain technology and should be convined by the chnology and should be convined to the convined by the chnology and should be convined to the convined by the chnology and should be convined to the convined by the chnology and should be convined to the convined by the convin	led you to build 310 s are: 1. Less noisy vaste costly to repair at than airline tickets. LOGY THAN STUPIT 6. More people will if sommonsense!	LA to Vegas and but mode, and all mighty condition and all mights condition and all mights conditions and all mights conditions and all mights connected to a market reached my without having to chin and and and and and and and and and an	and their impact on or as on my oriteria for a so my oriteria for a may oriteria for a may without having to chi- arin that reached my ain that reached my ain that reached my ain that reached my is. I would be more like operation and mainter operation and mainte eed frain technology and shoule eeds of at least 200 leed in California to run.	a train to Victorville, t
Additional Comments	live in Larasster, the CA-NV Maglev run. It is also quietr populated cities an peartXpress is go Palmidale route won begun yet and that Metolink and Antir so. Taking the Mag mimpe and citing on Maglev than it wou Maglev than it wou Speed Rail will also could take the Des-	As a resident of Ne of this comment of this comment of following comment of some of the comment	Inhighty recommended you to build Vegas. The reasons are: 1. Less in taxes) befter than waste costly for NEWER TECHNOLICKS! THAND! Dessert Express.!! More people Might dessert express? Maglev w express! Use your commonsense!	Bing back Antials As a resident of Net As a resident of Net Community as State of Nevada 1. State of Nevada	of this community of following comments (Collowing comments (State of Nevadar I would ride a train it would ride a train it would ride a high-speed to as Lide Arabelim.  Is as I have a high-speed to a selecting a high-speed to comed them life cycle and selecting a high-speed to a current, innovative that reaches top speaken being plann system being plann.	1. I DO NOT want
er	5					
Business on Passenger						
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vements						
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Ra		woo c	ll.com	ni com Mario com Haria	9	and a second
Email	ames 56.200 f @ yaltoo com	amra <u>ryan@yaho</u>	ndyjones97@gma	salentine r@hotmal.com isherthomassatirisk @yeil pegilsher48@cox.net		0000
Phone			(714)8554247	(702) 360-2331		
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e Address						
Vame LastNam	James Mg.Donald	Ryan	LeGrand	:X Fisher		
First	Jame	Тампа	Alex	Adam Patrick Margaret	7	Core

Eiro+Mamo	I setNamo Addrose	City State Zin	ı	Dail I ing Improvemente	Business on Freight	Bueinese on Dassander	Additional Commante
lean-Paul	Jean-Paul Wovton		(702) 798-7725 in wovton@amail.com			585	As a long time resident of Nevada for over 10 years I am highly concerned with
							the transportation systems of this community and their impact on our economy.
							Regarding this, I submit the following comments on my criteria for a preferred
							passenger rail system for the State of Nevada: 1. I would NOT ride a train to
							Victorville or to Palmdale, but I would ride a train that connected to a major
							Southern California destination, such as LA or Anaheim, without having to
							change trains, 2. I would be more likely to use a high-speed train that reached
							more likely to use a bigh-speed train if the train also made connections to one or
							more almosts in Nevada and California 4. Long-term life cycle and operation and
							maintenance costs should be of concern in selecting a high-speed train
							technology. 5. Nevada should invest in the most current, innovative technology
							and should only support a high-speed train system that reaches top speeds of at
							least 200 mph, similar to the high-speed train system being planned in California
Edward	Meltser		(310) 923-4757 emeltser@yahoo.com				Please take into consideration the plans to construct a high speed rail line from
							Las Vegas and Orange County, CA. The trip between Southern California and
							Las Vegas is Very popular especially on Weekends and nolidays. Integrating the
							ingli speed rall between Las Vegas and Orange County Williams trip easier
							alid ureferore promote tre economy of both we vada and camorina. It will also
							and Southern California by taking care off the 1-15. Lam aware that there is a
							competing project that involves constructions and line between Victorialle and
							Las Vacas using traditional railroad technology. Lido not helieve that this is a
							viable ontion. For starters, this line will not reach the entire farnet democraphic
							and therefore severely limited in revenue canability. Those who wish to take this
							line will have to drive to Victorville first which is far from major cities in Southern
							California. Secondly, it will not use high speed rail technology. This will only slow
							down people who are making their way too and from Las Vegas. With everything
Linda	Brown		(702) 889-1656 lbrown7989@aol.com				I believe the mag lev is the way to go why go with another rail system when we
							really already have one via amtrack ????
Griselda			(702) 651-0353 g-garibay@hotmall.com				I would gladly appreciate if there were more railroads around the USA. There is
							less. Every other country has railroads. Like for example Canada, the UK, Brazil
							and many more have railroads that you can travel to various states and othes.
							We need to have several of them in the U.S. so we can all travel to various cities
							or for that matter states. I would love to travel from Nevada to New York. Either
							to Texas, mainly everywhere because it would help out a lot, it will be a great
							competition with the allitties. Allittie prices are expensive. The gas prices are
Patrick	Fisher		fisherthomasnatrick@yahoo com				going up also.  11.What criteria will be used to determine a passenger rail line's sustainability? 2)
							What criteria will be used to determine which train technology NDOT will invest
							in? 3) If a passenger rail line is unsustainable, how will it be funded? 4) Why
							hasn't the California-Nevada Super Speed Train Commission received the funds
							it was promised by the F.R.A. over two years ago? 5) What is NDOTs strategy
							to engage with the private sector for potential passenger/freight rail plans?
			C F C F at all 10 C C R				The state of the s
Bryon	Volker		(702) 555-1212 bryoninvegas@hotmail.com				Regarding the State Rail Plan: I support MAGLEV, CNIMP (California Nevada
							Interstate Maglev Project), ARTITIC (Anaheim regional transit intermodal center).
							what a great project to get bening for a second expansion. The State aready
							the EDA is holding "casesm" that was legally set aside to put this project and inte
							in motion. By the time the CA/NV project is finished ~ this team can start
							building the next line (in its own state). I encourage you to monitor the following
							bog news site that is "pro maglev" http://canvmaglevnews.blogspot.com/
							Thank You bryoninvegas@hotmail.com
Patrick	Fisher		fisherth omasonatrick @vahoo com				have flown from Las Vanas to Los Angeles and back a counte of hundred
aging	5		TOTAL DE LIGHT DE LIG				times. Thave driven the trip maybe thirty or forty times since I moved to Las
							Vegas in 1994. I would use a rail service if it did not stop in Victorville. I would
_	_	_					have to have available rental cars at the LA stop. I would also like internet
							service on the train. As long as internet was available my preferred method of
							travel would be the train. I would prefer the magley but any hi speed rail would be
Dave	Brough		davebrough@gmail.com				Hello Mathew - I find reference to various meeting about High speed rail, but find
	,						nothing explaining any 'plan'. What gives? Dave Brough
							Matthew, My interest isn't in commenting on existing concepts - all built on
							expensive imported technology - but advancing my own all-American technology (see attached). How do lost on board? David
Steve	Smith		sire7283@vahoo.com				Me want a fast track to somewhere not a slow train to Victorville. Need
							transportation from Anaheim to Vegas. WE NEED THE 90,000 jobs. Convince
-			(100) OVO 1000 PT 1				me how you are going to brings jobs to Nevada?
Charles	Brown		(/0z) zu8-4696 bhalowride rigiaoi.com				we want a fast track to somewhere not a slow train to victorville. Need transportation from Anaheim to Vegas, WE NEED THE 90,000 jobs, Convince
	_						me how you are going to brings jobs to Nevada?
1			ì				

n Passenger Additional Confinents	He lek (no. A Michael Pia Remark) a week since our meeting. It take been blasy one labe from Antonia Pia Remark a week since our meeting. It that that on that most of the railroad related special intensit groups and stakeholders who we vested in the long term vision from greater future. To that point, there is not the vested in the long term vision for our general future. To that point, there is not the present to get started. We are working with the Troubse HTD group, the properties of the present to get started. We are working with the Troubse HTD group, or coordinate more excussions exclus between Reform Troubse and poporous, utilizing the opportunity that NTD presents. I am proposing a VP Excussion Day stakeholders would be invited up to a group of 40 sor reservations will be limited. Refeably, leaved Remo at Fat Barrier and the Remote Remote Reform the Remote returning that afternoon back to Remo. Lan inclution at marking at the group returning that afternoon back to Remo. Lan inclution at minding a form of Truckee's This would be a workford day this this would include a lunch at one of Truckee's This would be a workford day this this would include a lunch at one of Truckee's	Whom I May Connect.   Jest Read an orbit and either in the Las Vagos Sillin That a public meeting book person either for the wards State Pall and with the State of the Las Vagos to comment on the read State of the Las Vagos to comment on the read State of the State		is it possible to be added to your email list in order to receive further news releases on future developments?	Just want to let you know I would bive the Maglev frain. Getting to Anahem or IL would be aweenine. I wouldn't be as train to Victoriule, since I get me into SOCAL. Id still have to ent a car and nive through Call.	What is the states of Aleggov's the ese pertion adout with train w.r. the people want between LV and CAP it makes NO series to me to make a traditional train to Victoriale resisted of a high speed train to OC. Come out Lets do it MAGLEV is our FUTNE!	The Nevads State and Part has failed to ultitate propriors that would truly improve the Last Vegas and Nevada Economy. There is not many who believe removate the Last Vegas and Nevada Economy. There is not many who believe to the Control of State Markins are high speed and in They may be deasfeld east out, but please remember the lave in SAFE-TEA Act and follow what was prescribed by that for MACLEV funds. This is the most viable project that would give such an exocornic boost that our community despensely who despendely well despended freely and indirectly, fast community and less traffic sissues on the 1-15 income that the state can profit from, and Deset Creas walls it to enter it is requesting federal funds, something it disclosed Maglet for, and was its one shall many point. However, or an owe equal party field Maglet for, and was the chardlogy, one prefer interesting the entering of the project of the project in the project in the public's viole all outsiting, overstandow Desett. Express. More like Torlose Not Impressed. Do what's right, be for the people.	Support the california-broad in Interaction Mayage (%) appoint the california-broad in Interaction Mayage (%) and the california of the chief ways in the california of earlier when the c	Florget about derivitying stakeholders and optimizing and inglementage and sail representations and sail representations are successfully assigned to the truncations goals. Usit restore passenger rati service between Vegas and LA even if it takes 8 hours. At least on a train I can get some work done.	Let Vegate to Loc Applies passequency mal service weaks to be implemented as soon as possible. This market is one of the dispest markets in the West, outside of LA-SF Bay Area Americk has properdirectation the Desert Wind from Salt Lake City through Vegas to LA, but there is no funding. The state can hearn up with Amtrak and the federal apprement to help resone this service. Upgrades to the each without our on male in planes less than than they were before the training was cut. This would be the easiest and roteapset option to mightiment.
Dusiness of										
business on Freignt										
all Line improvements										
all issues or Opportunities										
Phone Email R	Too is anti-algorithm at the state of the st	(772) 538 4386 <u>inclawrite@avairos.com</u>	(702) 617-3138 gnormss. baxter@bakson.edu.	(702) 538-8380 rodawh65@yahoo.com	(702) 722-3159 nicoledee@gmail.com	(702) 275-981 6 <u>ironhead433@hotmail.com</u>	(702) 203-8794 <u>v. dejelnni@valtoo.com</u>	(805) 985-7610   <u>coffman@verizon.net</u>	(310) 776-7500 michael.b. stone@att.net	kwong, ben son@yahoo.com
State 41p										
City						6				
daress						ronworkers Local #433	Las Vegas Notary Public			
Lasuranie	Elam Elam	White	Baxter	White		Bailey Irc	Dejohnette	Coffman	Stone	Kwong
Maille	Œ.	Roger D.	Thomas	Roger		Corey	Valerie	Jeffrey	Michael	Benson

Comments on SRP Goals & Objectives				The goals and objective are fairly normal. However, I would be more interested in the action items that accompany each one. Also how these relate to transit and aviation statewide plans and the overall statewide transportation plan (20 years).	This section looks fine, however I caution the team to constantly review their definition of the problem's so that organization and interest groups do not fure the project into solving the "wrong problems" with their sintricate, but inaccurate solutions.
Comment on Freight Rail Vision		Can other groups work with and share right of way/tracks with UPRR? Maybe we need more than one set of tracks in each direction.		I believe the rail activity in Nevada, appealed by and from Newada, should be intricately tied to the development of a strong economic development analysis process and economic development commissions and processes around the state - I would refer you to a statewide state - I would refer you to a statewide planning the late 1990's by statewide planning. I would refer to its format and conclusions and recommendations.	The focus of the fright system is correctly This section looks fine, however I on economics, and safety. There are the team to constantly review thei indeed additional benefits for the purior as of the problem/s so that organizative environment, and promotes efficiency.  Solving the "wrong problems" with lefel the current Freight Vision Statement is intricate, but inaccurate solutions.
Comments on Passenger Rail Vision				I don't believe the word bus should be included. The California passenger rail program relies heavily on a network of buses to enhance ridership. Also, the cost of a bus ticket and destinations available better suit bus travel which is also energy efficient.	At this point in time, the State of Nevada is experienting a criss. The condition is exacerbated by high unemployment, a devastated housing market, and budget deficit along with the public's view that is skeptical, partisan, and often poorly informed. Like essentially all problems in a complex world, the Nevada crisis is not an either-or but a both-and problem. Because the conception of the Nevada crisis is not an either-or but a both-and problem. Because the
Email	3-7643 <u>lozonItd@embarqmail.com</u>	r-0244 <u>nevadarat@aol.com</u>			oceans54@gmail.com
Phone	(702) 403-7643	(702) 837-0244			
State Zip		NV 89113	NV 89107	NV 89621	
City			Las Vegas P	Reno	
	2229 De Osma Street	8420 S. Cimarron Road L	5001 Churchill Avenue	1834 San Pablo Drive	
FirstName LastName Address	Lozon	Allen	Pixley	Hoffman	Evans
FirstName	Marcia	ΩΓ	Judith	William	Sean

FirstName Last	rstName LastName Address	City	State Zip	ip Phon	le I	Email	Comments on Passenger Rail Vision Comment on Freight Rail Vision	Comments on SRP Goals & Objectives
7							המפספרווטפר פביטורוברוני טו נוזכ ואביאמטמ זמוו pian	
Coley-Lyllii Nelli							directly involves people The Nevada	
							Passenger Rail Vision must by definition	
							address both technical and psychological	
							aspects.	
							Addressing the technical side includes, but	
							is not limited to efficacious, economic, and	
							environmental issues. At the same time the	
							vision must promote the psychological	
							issues which include, but are not limited to	
							value, aesthetics, and convenience.	

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FirstName	FirstName Rail Issues or Opportunities	Rail Line Improvements	Destinations	Type of Service or Amenities	Additional Comments
Marcia	Don't make the passenger rail share anything with freight. It needs to be totally separate even if it runs parallel.	I would like to see hazardous materials diverted away from any populated areas. I realize this might be difficult but the runaway chlorine tanker a few years ago could have been a huge disaster.	Phoenix, LA, Salt Lake City, Reno/Tahoe, Carson City	Convenience to downtown in cities mentioned able. Don't dump me somewhere that I need to rent a car to get where I really want to be, i.e. Victorville.	See additional sheet. I commented on in the box.
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Judith					(Letter dated 3/2/11) At your February 28th, 2011 meeting at the Wasden February School in Las Vegas I made several comments. Upon further thought, I would like to alter my request for public disclosure regarding nuclear waste and other deadly materials which may be transported by rail in our State of Nevada. While I am an advocate of open government, the safety of the people of Nevada must come first. This would however pub more of a burden of responsibility on your agency to do the right think to protect the population. I worry about accidents, and the rail line in Las Vegas runs through the center of town. Is there some way that an alternative route, away from population centers could be built? Hazardous materials of any kind should not put us all at risk.
William	Issue: Feeding Nevada's goods to the regional and statewide network and receiving goods destined to Nevada's businesses and warehouses. Issue: A passenger service (high speed or otherwise) between Las Vegas and So. California and who will own it. Issue: Federal funding Issue: Federal funding Issue: Amtrak is difficult to make short term reservations to the east. Issue: State buys Fallon and Mina branches and sells or leases back to operations change laws that would prohibit this action. Issue: Rall banking and rails to trails	A) Second track replacement over Donner Summit.  B) Expansion or relocation of the Sparks container yard.  C) Promotion of businesses to locations along Nevada's branch lines, i.e. Sliver Springs (Mira Branch) when State's economic development tries to relocation companies to the state.	Will continue to travel to every state. Feel better service should be available from outlying communities into Reno.	A) A second train to and from California Any (Reno-Bay Area) to reduce load on Amtrak long distance train - could stop at ski areas.  Special transit service to depot from outlying communities C) A bi-state steering committee Nevada/California	A) Is NDOT the best agency for this or should a separate commission or department be established to carry out this function? Always seems to be a burry up and catch up process at NDOT.  B) What funding is currently available that Nevada would qualify for?  C) There are many studies done that should provide ample information and direction for future rail.
Sean	The Rail Plan is being researched and developed (R&D) by Jacobs Corp. a Calfornia Corp. Why not a consortium of practitioners from the community and academicians from UNLV?	Develop a monorall system in Southern Nevada that provides classy, clean, and convenient transportation. The system should emanate from the airport and branch to all major attractions and neighborhoods e.g. the strip, UNILY, etc. I would be particularly interested to see. I would be particularly interested to see Las Vegas. Consider a publiciprivate endeavor with the	I would consider using rail as an alternative for all travel across North America.	It depends on the route e.g. Las Vegas to Los Angeles along the 1-15 corridor should be fast because the scenery is bland; a trip from Reno to Lake Tahoe may be best designed as an elevated monorail that provides a view and isn't impeded by the heavy snow fall. The greater Las Vegas valley should have an elevated monorail system that provides scenic, quick service to the control of the control	Suggestions for the PLAN  Who – recruit a committee of directors to include major property holders, university professors, politicians, etc (LVCVA, Aliport Authority, Chamber of Commerce, Manufacturing "GE/Slemons". Bombardier etc).  b. What – a full court press to develop momentum and interest so that the project will succeed. A rail plan for Nevada has not been done in decades. This is our opportunity to become a leader in transportation from the manufacturing to the service end. It will create lobs and stabilize the economy in Nevada.  c. How – advertise and educate – spokesperson, celebrity endorsements, etc.  Minden will come together between private and government grants.

FirstName	irstName Rail Issues or Opportunities	Rail Line Improvements	Destinations	Type of Service or Amenities	Additional Comments
Corey-Lynn		ситетт свэ у сува тиотоган сотпрату.		Charleston, Lake Mead, Lake Lass Vegas, person from the media. Next meeting (lat Hoover Dam, Boulder City, and all the event that exudes the utmost in custome residential/suburban areas of Las Vegas, It class while providing factual information, should also include service to the campuses of the Nevada higher education f. Whyr – it is important economically, environmental institutions i.e. UNLV, CSN, etc.	Mocariori min. Auport, u.e. outp., mi  Charleston, Lake Mead, Lake Las Vegas, person from the media. Next meeting (lette summer). Need to make this a "gala" Hoover Dam. Boulder City, and all the event that evades the utmost in customer service, quality, convenience, and residential/suburban areas of Las Vegas. It class while providing factual information.  e. Where – Henderson (Lake Las Vegas).  campuses of the Nevada higher education f. Why – it is important economically, environmentally, national security, etc.  Henderson could be the leader in this project. The I-15 Sloan area could be dedic